

Metrolinx / City of Mississauga

Stage 1 Archaeological Assessment

**Multiple Lots and Concessions, Geographic Township of
Toronto, Former Peel County, Now the City of Mississauga,
Regional Municipality of Peel, Ontario**

Dundas Bus Rapid Transit Mississauga East

Licensee: Samantha Markham, MES
License: P438
PIF Number: P438-0239-2021

PN: 60645291
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Revised Report

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Authors

Report Prepared By:



Kristen Nadal
Junior Archaeologist



Samantha Markham, MES (P438)
Licensed Archaeologist

Report Reviewed By:



Adria Grant, MA, CAHP (P131)
Associate Vice President, Impact Assessment and Permitting

Approved By:



Joanne Wang, MES, MCIP, RPP
Senior Environmental Planner

Project Personnel

Senior Environmental Planner:	Joanne Wang, MES, MCIP, RPP
Senior Archaeologist:	Adria Grant, MA, CAHP (P131)
Licensed Archaeologist:	Samantha Markham, MES (P438)
Field Director:	Joshua Keddy, MA (P484)
Field Technician:	Cody McNea, BA (Hons) (R414)
Report Production:	Kristen Nadal, Samantha Markham, MES
Senior Review:	Samantha Markham, MES, Adria Grant, MA, CAHP
Office Assistance:	Jennifer Deline
GIS Analyst:	Stephanie Cloutier, BA, Amalia Walker, BSc.

Acknowledgements

Proponent:	Metrolinx
City of Mississauga:	Paula Wubbenhorst Denise Mahoney
Peel Art Gallery, Museum and Archives:	Kyle Neill Nick Moreau Samantha Thompson, PhD MLIS
St John's Dixie Cemetery and Crematorium:	Sandra Aguilar, Rick Whittingstall
Heritage Mississauga:	Matthew Wilkinson

Indigenous Consultation

A draft of this report was provided for review to the following potentially interested communities.

Table 1: Report Review Feedback – Indigenous Consultation

Community	Feedback
Haudenosaunee Confederacy Chiefs Council	No feedback received
Huron-Wendat Nation	No feedback received
Mississaugas of the Credit First Nation	No feedback received
Six Nations of the Grand River	No feedback received

In addition to the Indigenous Nations, the following local authorities were consulted to gain insight on the Project Area, including:

- **Heritage Mississauga:** Matthew Wilkinson
- **City of Mississauga:** Paula Wubbenhorst, Denise Mahoney
- **Peel Art Gallery, Museum and Archives:** Kyle Neill, Nick Moreau, Samantha Thompson, PhD MLIS
- **St. John's Dixie Cemetery and Crematorium:** Sandra Aguilar, Rick Whittingstall

Executive Summary

Previous municipal planning studies and the Metrolinx Initial Business Case confirmed the need for improved bus transit infrastructure along Dundas Street. Metrolinx is now advancing plans for the Dundas Bus Rapid Transit corridor. More than 20 kilometres of the 48-kilometre Bus Rapid Transit corridor will operate in bus lanes or in a dedicated right-of-way, separate from other traffic, allowing faster and more reliable transit connections.

In 2020, Metrolinx completed the Dundas Bus Rapid Transit Initial Business Case, which recommends a preferred Bus Rapid Transit alignment, and supportive service concept along Dundas Street between Kipling Station, in the City of Toronto, through the City of Mississauga and Halton Region, to Highway 6 in the City of Hamilton. AECOM Canada Limited (AECOM) was retained by Metrolinx and the City of Mississauga to evaluate the proposed 48-kilometre transit corridor. The evaluation involves the completion of the Preliminary Design, Preliminary Design Business Case and Transit Project Assessment Process.

A Transit Project Assessment Process is a focused environmental impact assessment process created specifically for transit projects. The process involves a pre-planning phase followed by a regulated (up to 120 days) consultation and documentation period. These phases include consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation. Consultation occurs with the public, stakeholders and Indigenous Nations throughout the process. Following these phases, there is a 30-day public review period where the public has the opportunity to review the Environmental Project Report (EPR) and provide additional comments, followed by a 35-day Minister's review period.

The preliminary design phase will build upon the pre-planning completed as part of the Transit Project Assessment Process. In this phase, the project team will utilize the environmental impact assessment from the Transit Project Assessment Process to refine the Bus Rapid Transit design to a 30% design level. The Preliminary Design Business Case analyzes the Dundas Bus Rapid Transit corridor against strategic objectives, financial and economic impacts and operations considerations. The Preliminary Design Business Case will compare the corridor against a business-as-usual scenario (i.e., without the project).

In 2018, the Dundas Connects Master Plan (Dundas Connects) was completed by the City of Mississauga. It guides future development and intensification along the Dundas Street Corridor in the City of Mississauga. Dundas Connects was developed over a 2-year period with extensive consultation from the public. It was endorsed by City Council

on June 18, 2018. Bus Rapid Transit, cycling infrastructure, and an enhanced public realm for pedestrians were among the recommendations in the Plan. Dundas Connects is being implemented through various studies and initiatives, including this Transit Project Assessment Process.

The Dundas Bus Rapid Transit Mississauga East (the Project) includes the planning and design of a 7-kilometre Bus Rapid Transit corridor from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga. The Project has been submitted under the Government of Canada's Investing in Canada Infrastructure Program and is currently awaiting approval. This Stage 1 Archaeological Assessment Report (the Report) has been prepared to support the Dundas Bus Rapid Transit – Mississauga East Transit Project Assessment Process.

The Stage 1 Archaeological Assessment resulted in the finding that there is high potential for pre- and post-contact Indigenous and 19th century Euro-Canadian archaeological resources and human burials to be present within the Study Area. Based on the results of background studies and a review of the City of Mississauga Official Plan, it has been determined that archaeological potential still exists within some small portions of the Study Area. **In light of these results, prior to any ground disturbing activities, a Stage 2 Archaeological Assessment is recommended for all land identified as retaining archaeological potential (Figure 18).**

The Stage 2 Archaeological Assessment for areas retaining archaeological potential must be conducted by a licensed archaeologist and must follow the requirements set out in *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario, 2011), including:

- The standard test pit survey method at 5 m intervals is to be conducted in all areas that will be impacted by the project where ploughing is not feasible (e.g., woodlots, overgrown areas, manicured lawns); and
- Poorly drained areas, areas of steep slope, and areas of confirmed previous disturbance (e.g., building footprints, roadways, areas with identifiable underground infrastructure) identified during the Stage 2 assessment are to be mapped and photo-documented to confirm disturbance. but are not recommended for Stage 2 survey as they possess low to no archaeological potential (Section 2.1, Standard 2a and 2b).

There is one registered archaeological site located within the current Study Area boundaries, the Cherry Hill site (AjGv-18), that has been recommended for further work. However, the latitude and longitude of the site provided in the Archaeological Sites Database places the site right on the boundaries of the current Study Area, within an area

of documented previous extensive disturbance (**Figure 2, Supplementary Documentation**). Once the land to be impacted by infrastructure improvements has been identified, should proposed construction activities impact any of the archaeological sites within an area that has not been subject to extensive disturbance, further Archaeological Assessment must be completed prior to ground disturbing activities.

Given the sparse details provided in the Archaeological Sites Database, it is not clear from the previous Archaeological Assessment what further work is required or whether there is potential for deeply buried remains. Therefore, the Stage 2 Archaeological Assessment requirements will be applied in the area to determine the level of disturbance present (**Figure 18**). The Stage 2 must follow the requirements set out in *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario, 2011) as outlined above. If an undisturbed area in the vicinity of the coordinates provided in the Archaeological Sites Database is found and determined to be impacted by the Project, further archaeological work will be required in an attempt to relocate the site and assess for the potential of deeply buried remains is required.

Special consideration must be made for the cemeteries located within the Study Area: Dixie Union Cemetery, St. John's Dixie Cemetery & Crematorium, and the remains of the Dundas-Dixie Cemetery (CHL 4).

Dixie Union Cemetery and St. John's Dixie Cemetery & Crematorium

Based on the background research and the plot mapping illustrating where the burials are located in relation to the fence line, it is reasonable to believe that the fenceline represents the cemetery limits and, in addition to conversations with the cemetery operator, it has been determined that there is no potential for unmarked burials associated with the Dixie Union Cemetery to be located outside the current fenceline (**Figure 3, Supplementary Documentation**). It has also been determined that all expansion of the cemetery has occurred to the north with the expansion of the St. John's Dixie Cemetery and any unmarked graves are unlikely to exist within the Dundas Street right-of-way. Additionally, there is a large, modern concrete retaining wall to the west along the Cawthra Road underpass that is not anticipated to be impacted by the Project. As a result, no further Archaeological Assessment is required within the Dundas Street or Cawthra Road rights-of-way as part of this Project. While there are currently no plans to impact the cemetery lands, if during detail design changes to include impacts by the Project, or any future impacts proposed within the fenced limits of the cemetery property, further Stage 1 Archaeological assessment will be required to determine the potential to impact unmarked burials. Arrangements must be made with the cemetery owner/operator, the Bereavement Authority of Ontario and the Ministry of Heritage, Sport, Tourism and Culture Industries prior to any ground disturbing activities to determine an appropriate strategy for Stage 2 and 3 field methods within the fenced limits of this cemetery to ensure

provisions under the Funeral, Burial, Cremations Services Act (Ontario Government 2002) are addressed. Any invasive Stage 2-4 archaeological fieldwork within the cemetery limits will also require a Cemetery Investigation Authorization from the Bereavement Authority of Ontario.

Dundas-Dixie Cemetery

The existence of the Dundas-Dixie Cemetery is largely unknown, and it is unclear if any grave shafts exist below the current commercial structures on the property. It is also unlikely that any intact archaeological resources exist beneath the land alterations along Dundas Street adjacent to the property. Therefore, because the cemetery is illustrated on historic mapping, and any relating documentation may have been destroyed, it is recommended that should any development impacts to the property outside of the Dundas Street right-of-way be proposed, additional Stage 2 and Stage 3 cemetery investigation is required to confirm the level of disturbance, following Section 2.1.7 and 3.3.3 of *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Prior to construction activities, mechanical removal will include removal areas consisting of hard surfaces (i.e., concrete, asphalt), and areas of overburden or fill on the property outside of the Dundas Street right-of-way, where impacts are proposed (**Figure 18-2**).
- Mechanical removal must extend to a depth where it is possible to determine if any intact subsoil remains and must occur under the supervision of a licensed archaeologist;
- Mechanical excavations using a backhoe with a straight-edged ditching bucket must take place where topsoil is present within the planned development area for the assessment of any areas of archaeological potential;
- Upon completion of hard surface/fill/overburden and topsoil removal, the area must be inspected and assessed by a licensed archaeologist for evidence of potential grave shafts. Mechanical removal must be extended a minimum of 10 metres beyond any exposed cultural features/potential grave shafts, or less if this will measure beyond the project limits or if areas of low potential for unmarked burials are encountered (e.g., areas of deep and extensive disturbance);

- If any archeological sites including cultural features are encountered, they must undergo assessment and documentation according to the 2011 *Standards and Guidelines*.
- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, as well as the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer Services, the Bereavement Authority of Ontario, and the Ministry of Heritage, Sport, Tourism and Culture Industries. If the remains are not determined to be of forensic interest, a Burials Site Investigation under the Funeral, Burial and Cremation Services Act, 2002 may be ordered;
- Given that the Bereavement Authority of Ontario is unaware of the possibility of a cemetery in this location, and it is not a formal licensed cemetery, a Cemetery Investigation Authorization may not be required. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries and the Bereavement Authority of Ontario should occur prior to any ground disturbance;
- A Stage 3 Cemetery Investigation report must be completed detailing the results of the investigation for each cemetery and submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for review and acceptance into the Ontario Public Register of Archaeological Reports.

The current Study Area also crosses a number of 19th century settlement areas, including Summerville, Sydenham (later Dixie), and Cooksville. Based on our detailed map and background review, we have not identified any areas where deeply buried potential remains. However, there is a possibility that structural remains could exist beneath the surface. Therefore, during construction, if historic structural remains are uncovered, a licensed archaeologist should be contacted to examine the find and determine if any documentation is required prior to its removal.

It is pertinent to note that the Mississauga East Study Area evaluated in this report includes additional land that may not be impacted by the Project. A large area was assessed as part of this Stage 1 Archaeological Assessment in order to accommodate areas of possible infrastructure improvements. As such, once detail design is complete and the scope of construction activities has been determined, only those areas of archaeological potential that will be affected by this project will require Stage 2 Archaeological Assessment.

Should Indigenous Nations express interest in participating in the Stage 2 Archaeological Assessment as part of the Dundas Bus Rapid Transit Project, an invitation should be

extended by the proponent for representatives of the Indigenous Nations to join the archaeological team during fieldwork. Additionally, the Stage 2 report should be made available to the Indigenous Nations for review prior to submission of the report to the Ministry of Heritage, Sport, Tourism and Culture Industries. Further, as unmarked Indigenous burials have been referenced in previous historical records (Ontario Genealogical Society 1997), local Indigenous Nations should be engaged in any impacts within the boundaries of the Dixie Union Cemetery/St. John's Dixie Cemetery & Crematorium.

Should additional land outside of the Study Area boundaries be included as part of the Dundas Bus Rapid Transit Project, the standard requirements for Archaeological Assessments to be conducted prior to land disturbance remain in place.

The Ministry of Heritage, Sport, Tourism and Culture Industries is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further Archaeological Assessment is required, archaeological concerns for the Dundas Bus Rapid Transit Mississauga East Project in the City of Mississauga, Ontario have not been fully addressed.

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Appendix A-4: 1949 Dixie Union Cemetery and St. John's Dixie Cemetery Plot Map

1. Introduction

1.1 Background

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The Dundas Bus Rapid Transit Mississauga East (the Project) includes the planning and design of a 7-kilometre Bus Rapid Transit corridor from Confederation Parkway to the City of Toronto boundary at Etobicoke Creek, within the City of Mississauga. The Project has been submitted under the Government of Canada's Investing in Canada Infrastructure Program and is currently awaiting approval. This Stage 1 Archaeological Assessment Report (the Report) has been prepared to support the Dundas Bus Rapid Transit – Mississauga East Transit Project Assessment Process.

1.2 Purpose

The objective of the Stage 1 Archaeological Assessment is to document the archaeological and land use history and current conditions within the Study Area. This information will be used to support recommendations regarding cultural heritage values or interests as well as assessment and mitigation strategies. The results of the Stage 1 Archaeological Assessment presented in this report are drawn in part from:

- Recent and historical maps of the Study Area;
- Reports of previous Archaeological Assessments within 50 metres of the Study Area;
- The Ontario Ministry of Heritage, Sport, Tourism and Culture Industries Archaeological Sites Database for a listing of registered archaeological sites within a 1-kilometre radius of the Study Area; and
- Archaeological management plans or other archaeological potential mapping, where available.

This Stage 1 Archaeological Assessment was triggered by the requirements of the *Environmental Assessment Act* in accordance with subsection 11(1) (Ontario Government 1990a). This project is also subject to the requirements of the *Ontario Heritage Act* (Government of Ontario 1990b) and *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011).

1.3 Study Area

The Project Area is the area of direct disturbance required for the construction and operation of the Project. It includes the proposed alignment for the Project and additional area for potential refinements as the design progresses. The Project Area is shown in **Figure 1**. The Study Area for the Stage 1 Archaeological Assessment (the Study Area) is shown in **Figure 2** and in detail in **Figure 3**. The Study Area includes the Project Area plus a 25-m buffer beyond the Project Area for the purposes of the Stage 1 Archaeological Assessment.

2. Historical Context

Years of archaeological research and assessments in southern Ontario have resulted in a well-developed understanding of the historic land use in the former Peel County from the earliest Indigenous peoples to the more recent Euro-Canadian settlers and farmers. **Table 2** provides a breakdown of the cultural and temporal history of past occupations in the former Peel County as outlined by Ellis and Ferris (1990).

Table 2: Cultural Chronology for the Former Peel County

Archaeological Period	Time Period	Characteristics
Early Paleo	9000-8400 BC	<ul style="list-style-type: none"> ■ Fluted Points ■ Arctic tundra and spruce parkland, caribou hunters
Late Paleo	8400-8000 BC	<ul style="list-style-type: none"> ■ Holcombe, Hi-Lo and Lanceolate Points ■ Slight reduction in territory size
Early Archaic	8000-6000 BC	<ul style="list-style-type: none"> ■ Notched and Bifurcate base Points ■ Growing populations
Middle Archaic	6000-2500 BC	<ul style="list-style-type: none"> ■ Stemmed and Brewerton Points, Laurentian Development ■ Increasing regionalization
Late Archaic	2000-1800 BC	<ul style="list-style-type: none"> ■ Narrow Point ■ Environment similar to present
	1800-1500 BC	<ul style="list-style-type: none"> ■ Broad Point ■ Large lithic tools
	1500-1100 BC	<ul style="list-style-type: none"> ■ Small Point ■ Introduction of bow
Terminal Archaic	1100-950 BC	<ul style="list-style-type: none"> ■ Hind Points, Glacial Kame Complex ■ Earliest true cemeteries
Early Woodland	950-400 BC	<ul style="list-style-type: none"> ■ Meadowood Points ■ Introduction of pottery
Middle Woodland	400 BC – AD 500	<ul style="list-style-type: none"> ■ Dentate/Pseudo-scallop Ceramics ■ Increased sedentism
	AD 550-900	<ul style="list-style-type: none"> ■ Princess Point ■ Introduction of corn horticulture
Late Woodland	AD 900-1300	<ul style="list-style-type: none"> ■ Agricultural villages
	AD 1300-1400	<ul style="list-style-type: none"> ■ Increased longhouse sizes
	AD 1400-1650	<ul style="list-style-type: none"> ■ Warring nations and displacement
Contact Period	AD 1600-1875	<ul style="list-style-type: none"> ■ Early written records and treaties
Historic	AD 1749-present	<ul style="list-style-type: none"> ■ European settlement (French and English)

have settled in the vicinity of the Study Area. As Chapman and Putnam (1984) illustrate, the modern physiography of southern Ontario is largely a product of events of the last

major glacial stage and the landscape is a complex mosaic of features and deposits produced during the last series of glacial retreats and advances prior to the withdrawal of the continental glaciers from the area. Southwestern Ontario was finally ice free 12,500 years ago. With continuing ice retreat and lake regressions the land area of southern Ontario progressively increased while barriers to the influx of plants, animals, and people steadily diminished (Karrow and Warner 1990). The lands within the former Peel County have been extensively utilized by pre-contact Indigenous people who began occupying southwestern Ontario as the glaciers receded from the land.

2.1.1 Overview of Southern Ontario History

The Paleo Period

Although glaciers retreated from southern Ontario some 13,000 years ago, the massive weight of these ice sheets left the Earth's crust compressed, lowering the area below sea level and allowing sea water to flow inland forming the Champlain Sea in what is now the Ottawa and St. Lawrence River Valleys. Over the next 2,000 years, the Champlain Sea gradually receded as the Earth's crust rebounded, eventually permitting the first inhabitants to move into the region 11,000 years ago. The barrier presented by the Champlain Sea explains why the sites of Ontario's first occupants, Paleo people, (ca. 11,000 – 9,500 BC) are largely absent from the area. Instead, Paleo sites in the larger region are concentrated in central and southwestern Ontario. Paleo people were widely scattered, nomadic groups that occupied the sub-tundra-like environment that prevailed in southern Ontario at the end of the Pleistocene. Past research indicates that these groups likely followed big game (such as caribou) across the landscape, preferring to camp on high ground immediately adjacent to water sources, such as glacial lakes or spillways, where smaller game and plant foods would have been harvested. Relatively large fluted projectile points are the hallmark of the Paleo toolkit. In the southern Ontario area, Lake Ontario was only a fraction of its current size. The first peoples in this region likely migrated north from the southern warmer climates when both Lake Erie and Lake Ontario were much smaller (Munson and Jamieson 2013).

The Archaic Period

The next major cultural period following the Paleo is termed the Archaic, which is broken temporally into the Early, Middle, and Late Archaic periods. There is much debate on how the term Archaic is employed; general practice bases the designation on assemblage content as there are marked differences in artifact suites from the preceding Paleo and subsequent Woodland periods. As Ellis et al. (1990) note, from an artifact and site characteristic perspective, the Archaic is simply used to refer to non-Paleo manifestations

that predate the introduction of ceramics. Ellis et al. (1990) stress that Archaic groups can be distinguished from earlier groups based on site characteristics and artifact content.

Early Archaic sites have been reported throughout much of southwestern Ontario and extend as far north as the Lake Huron Basin region and as far east as Rice Lake (Deller et al. 1986). A lack of excavated assemblages from southern Ontario has limited understandings and inferences regarding the nature of stone tool kits in the Early Archaic and tool forms other than points are poorly known in Ontario; however, at least three major temporal horizons can be recognized and can be distinguished based on projectile point form (Ellis et al. 1990). These horizons are referred to as Side-Notched (ca. 8,000-7,700 BC), Corner-Notched (ca. 7,700-6,900 BC), and Bifurcated (ca. 6,900-6,000 BC) (Ellis et al. 1990). Additional details on each of these horizons and the temporal changes to tool types can be found in Ellis et al. (1990).

The Middle Archaic period (6,000-2,500 BC), like the Early Archaic, is relatively unknown in southern Ontario. Ellis et al. (1990) suggest that artifact traits that have come to be considered as characteristic of the Archaic period, first appear in the Middle Archaic. These traits include fully ground and polished stone tools, specific tool types including banner stones and net-sinkers, and the use of local and/or non-chert type materials for lithic tool manufacture (Ellis et al. 1990).

The Late Archaic begins around approximately 2,000 BC and ends with the appearance of ceramics and the Meadowood Phase at roughly 950 BC. Much more is known about this period than the Early and Middle Archaic and a number of Late Archaic sites are known. Sites appear to be more common than earlier periods, suggesting some degree of population increase. True cemeteries appear and have allowed for the analysis of band size, biological relationships, social organization, and health. Narrow and Small point traditions appear as well as tool recycling wherein points were modified into drills, knives, end scrapers, and other tools (Ellis et al. 1990). Other tools include serrated flakes used for sawing or shredding, spokeshaves, and retouched flakes manufactured into perforators, graters, micro-perforators, or piercers. Tools on coarse-grained rocks such as sandstone and quartz become common and include hammerstones, net-sinkers, anvils, and cobble spalls. Depending on preservation, several Late Archaic sites include bone and/or antler artifacts which likely represent fishing toolkits and ornamentation. These artifacts include bone harpoons, barbs or hooks, notched projectile points, and awls. Bone ornaments recovered have included tubular bone beads and drilled mammal canine pendants (Ellis et al. 1990).

Throughout the Early to Late Archaic periods the natural environment warmed, and vegetation changed from closed conifer-dominated vegetation cover, to the mixed coniferous and deciduous forest in the north and deciduous vegetation in the south we see in Ontario today (Ellis et al. 1990). During the Archaic period there are indications of

increasing populations and decreasing size of territories exploited during annual rounds; fewer moves of residential camps throughout the year and longer occupations at seasonal campsites; continuous use of certain locations on a seasonal basis over many years; increasing attention to ritual associated with the deceased; and finally, long range exchange and trade systems for the purpose of obtaining valued and geographically localized resources (Ellis et al. 1990).

The Woodland Period

The Archaic period is followed by the Woodland period (ca. 2,800 to 350 BC), which is subdivided into three phases. The Early Woodland period (ca. 2,800 – 2,400 BC) is characterized by the introduction of pottery for storage and an increase in regional trade networks. Trading of exotic goods, such as obsidian, silver, copper, and seashells persists into the Middle Woodland period (ca. 2,400 to 1,100 BC) when horticulture was introduced in Ontario. The adoption of food production brought on a more sedentary lifestyle in seasonal villages, and more elaborate burial ceremonies – including the construction of large, earthen mounds. The Late Woodland period (ca. 1,100 – 350 BC) is marked by the establishment of palisaded villages (often containing dozens of longhouse structures), intensified horticulture and an increase in regional warfare.

The period between the Middle and Late Woodland period was both technically and socially transitional for the ethnically diverse populations of southern Ontario and these developments laid the basis for the emergence of settled villages and agriculturally based lifestyles (Fox 1990). The Late Woodland period began with some groups shifting settlement and subsistence patterns, involving an increasing reliance on corn horticulture. Corn may have been introduced into southwestern Ontario from the American Midwest as early as AD 600. However, it did not become a dietary staple until at least three to four hundred years later. The first agricultural villages in southwestern Ontario date to the 10th century. Unlike the riverine base camps of the Middle Woodland period, Late Woodland sites are in the uplands, on well-drained sandy soils.

In the Late Woodland period, between AD 900-1,300, villages tended to be small settlements with nearby camps and hamlets that served as temporary spaces for hunting game and gathering resources outside of the villages. At this time, small village sites were characterized by the presence of longhouses with villages being occupied considerably longer than later in the Woodland period. Villages tended to be moved when nearby soils had been depleted by farming and conveniently collected firewood grew scarce. The Jesuits reported that the Huron moved their villages once every 10-15 years as they relied less heavily on corn than did later groups, and since their villages were much smaller, there was less demand on nearby resources. Small amounts of corn appear to have been a dietary component at this time; however, archaeological evidence suggests that its role was not as a dietary staple at this time but was possibly supplemental in nature.

Between AD 1,300 and 1,400, village sizes grew significantly, resulting in the development of complex community political systems. This period also marks the emergence of fully developed horticulture, including the cultivation of corn, beans, and squash. Additionally, changes in ceramic styles may reflect increasing levels of inter-community communication and integration.

By the beginning of the fourteenth century, larger fortified village sites were often cleared to accommodate the cultivation of corn, beans, and squash as a result of an increasing reliance on horticulture. Longhouses also continued to grow until AD 1450 when a decrease in house length is observed. This decrease in house length may be partially attributed to large scale drops in population size associated with the introduction of European diseases.

2.1.2 Post-Contact Period Settlement

The post-contact Indigenous occupation of southern Ontario was heavily influenced by the dispersal of Iroquoian-speaking peoples, such as the Huron, Petun and Neutral by the New York State Confederacy of Iroquois. This was followed by the return of Algonkian-speaking groups from northern Ontario, including the Michi Saagig who had temporarily retreated to their wintering grounds in the mid-1600s to avoid warfare and disease as a result of colonial settlement. Algonkian-speaking Ojibwe (Chippewa), Odawa (Ottawa), and Pottawatomi, known as the Three Fires Confederacy, remained in their traditional territory that covered a vast area of southern Ontario as well as eastern Michigan.

As European settlers encroached on their territory the nature of Indigenous population distribution, settlement size and material culture changed. Despite these changes it is possible to correlate historically recorded villages with archaeological manifestations and the similarity of those sites to more ancient sites reveals an antiquity to documented cultural expressions that confirms a long historical continuity to systems of Indigenous ideology and thought (Ferris 2009). Indigenous people were the original occupants of the land now known as Ontario and over time the lands and territories of its inhabitants have shifted and changed.

It is important to note that, when discussing the historical documentation of the movement of Indigenous people, what has been documented by early European explorers and settlers represents only a very small snapshot in time. Documentation of where Indigenous people were residing during European exploration and settlement is restricted to only a very short period and does not reflect previous and subsequent movements of these groups. This brief history does not reflect the full picture of the pre- or post-contact period occupation of Indigenous people or cultures. As such, relying on historic documentation regarding Indigenous occupation and movement across the landscape

can lead to misinterpretation. For example, noting the movement of Indigenous groups into an area may incorrectly suggest to the reader that these people had not occupied the area previously; however, this is not the case. It is clear from Indigenous oral histories and the archaeological record that pre-contact Indigenous populations were extremely mobile and not tied to any one specific area. Over the vast period prior to the arrival of Europeans, Indigenous people, language families, and cultures were fluid across the landscape.

When Europeans first arrived at the area of present-day Toronto, the vicinity was inhabited by the Huron people, who by then had displaced the other Iroquois groups that had occupied the region before AD 1500 (Williamson 2008). In 1805, William Claus, Deputy Superintendent of Indian Affairs on behalf of the British Crown, entered into negotiations with the Mississaugas of the Credit First Nation to surrender 35,000 acres (ac) of the Mississauga Tract at the head of Lake Ontario, known as the Head-of-the-Lake Purchase (Surtees 1994). This tract of land falls under Treaty No. 13A (**Figure 4**) and is described as occurring:

“...at the River Credit at Lake Ontario, between William Claus, Esquire, Deputy Superintendent General and Deputy Inspector General of Indians and of their Affairs, for and in behalf of Our Sovereign Lord the King and the Principal Chiefs, Warriors and People of the Mississague [Mississauga] Nation of Indians...described as follows: Commencing at the eastern bank of the mouth of the River Etobicoke, being in the limit of the western boundary line of the Toronto Purchase, in the year 1787; then north 22 degrees west, six miles; thence south 38 degrees west, 26 miles more or less, until it intersects a line on the course north 45 degrees west. Produced from the outlet of Burlington Bay; then along the said produced line, one mile more or less to the lands granted to Captain Brant; then north 45 degrees east, one mile and a half, then south 45 degrees east, three miles and a half more or less to Lake Ontario; then north easterly along the waters edge of Lake Ontario to the eastern bank of the River Etobicoke being the place of the beginning together with all the woods and waters thereon” (Morris 1943).

After this purchase, the land was divided into the Townships of Toronto, Trafalgar, and Nelson and is known as the “Old Survey” (Clarkson 1977). During the American Revolutionary War, the region saw an influx of British settlers as United Empire Loyalists fled for the unsettled lands north of Lake Ontario. In 1787, the British negotiated the Toronto Purchase with the Mississaugas of the Credit First Nation (**Figure 5**), thereby securing more than a quarter million ac (1000 squared kilometres) of land in the Toronto area (Morris 1943). As the result of an increasing demand for land by European immigrants, on October 28, 1818, William Claus introduced Treaty 19, otherwise known as the “Second Purchase”, which involved the surrender of over 600,000 ac of land,

including most of what is today, the Region of Peel. This vast area was surveyed and opened for settlement in 1819. Two additional treaties were also reached with the Mississaugas of the Credit First Nation on February 28, 1820. These included Treaties 22 and 23, which saw the surrender of much of the Credit Indian Reserve lands set aside in 1805 (Duric 2017). Collectively, these land surrenders are referred to as the “Credit Treaties” (Surtees 1994). The current Study Area includes land within the Head-of-the-Lake Treaty 13A and the Toronto Purchase Treaty 13.

2.1.3 Euro-Canadian Settlement

Former Peel County and the Township of Toronto

The County of Peel was created by an act of Parliament in 1867. Prior to this, it was part of the Nassau or Home District, which was created in 1788 after the creation of Lower and Upper Canada (Walker and Miles 1877) and originally surveyed by Samuel Wilmot. It was comprised of the Townships of Toronto, Toronto Gore, Chinguacousy, Caledon and Albion. By 1819 the greater part of the county had been settled, with the first settlers coming from New Brunswick, the United States following the American Revolution, and other parts of Upper Canada. The population in 1809 was recorded at 185. These early settlers were mostly in the “old survey” of Toronto Township. Peel had a total population of 1,425 by 1821 (Walker and Miles 1877).

In 1806, Deputy Surveyor Samuel Wilmot completed the original survey of the Township of Toronto (Walker and Miles 1877). Initial settlement in the Township of Toronto was along Dundas Street, first conceptualized by Lieutenant Governor John Graves Simcoe in the late 16th century as a military road. Dundas Street was constructed as a colonial road built by the Queens Rangers and was completed from the western end of Lake Ontario east to York by 1796. The road was constructed following a trail first established and utilized by Indigenous peoples in southern Ontario and at one time was the only major east-west roadway through the province, penetrating the dense forests of Toronto Township (Clarkson 1977; Riendeau 2002). Already a surveyed road at the time of the township survey, Dundas Street was also used as a proof line to survey Toronto Township. Lots and Concessions were named according to their north or south orientation from Dundas Street.

In the early 1800s, the Napoleonic Wars had slowed immigration and settlement in Toronto Township and by 1809, only 175 individuals are listed in the Township of Toronto Census Record (Riendeau 2002). Settlement of the Township of Toronto continued along the Credit and Etobicoke Rivers and numerous mills were constructed along these waterways. Cooksville was an important stagecoach stop along the newly constructed Dundas Street. Cooksville was originally named Harrisville after its first settler, Daniel Harris, a United States immigrant, in 1800.

Harris first established his household at the southeast corner of Dundas Street and the former Centre Road (Huron Road) before selling his land; by 1830 the intersection was subdivided into village lots and shortly thereafter became known as Cooksville, where much of the early growth that occurred in the Mississauga area was based. A fire destroyed much of Cooksville in 1852, slowing its growth as a commercial shipping hub until the 1870s.

The Silverthorn family helped to establish both the former villages of Summerville (originally known as Mill Place) and Sydenham, later renamed Dixie for the travelling doctor Beaumont Dixie, who also financially supported the construction of the Dixie Union Chapel. Summerville enjoyed early success as a centre for blacksmithing and milling, but its mills and shops began to close as early as the 1860s, with its last blacksmith shop demolished in 1979. Dixie was particularly known for Phillip Cody's inn and tavern, which served not only as a meeting place for early settlers to the area, but also as a space for marriages, baptisms, and other religious services to take place, led by a 'circuit-rider', usually a Methodist missionary. The inn was also a space where landowners would gather to discuss the topic of town improvements and infrastructure. The village of Summerville is no longer visible along Dundas Street, Dixie was amalgamated with the Town of Mississauga as part of its formation in 1968.

The City of Mississauga was incorporated in 1974 with the amalgamation of the Town of Mississauga and the Villages of Port Credit and Streetsville, as well as portions of the Townships of Toronto Gore and Trafalgar (Heritage Mississauga 2016).

Development of Railways, Roads, and Highways

The Credit Valley Railway was constructed between 1877 and 1879 and was originally intended to connect Toronto with Orangeville. The first section of track ran from Parkdale to Milton and was opened in 1877. Several branches were added to the line, and in 1883, the line was taken over by the Canadian Pacific Railway (Heritage Mississauga 2016), which is still in operation today. The Great Western Railway Company began construction in 1847 with the first line connecting Hamilton to Niagara and Windsor. In 1855, the railway was expanded to Toronto. In 1882, the Great Western Railway was taken over by the Grand Trunk Railway. Today, this line is used by the Canadian National Railway and is primarily used by the Toronto Transit Commission and GO transit (Heritage Mississauga 2016). Finally, the Grand Trunk Railway Company of Canada was incorporated by the Canadian government in 1852 and was to connect Toronto to Montreal. This was achieved through the purchase of five existing railways. One of these lines was redirected from its original route and extended to Sarnia. By 1856, the Grand Trunk Railway line had been built from Montreal to Sarnia via Toronto. For a short time, the former Toronto and Suburban Railway also passed through and along Dundas Street. Founded in 1894, the Toronto and Suburban Railway was an electric railway formed by

the merging of the City and Suburban Electric Railway Company and the Davenport Street Railway Company. It was later absorbed by the Canadian National Railway in 1918 and then transferred to the Canadian National Electric Railway, a subsidiary of the Canadian National Railway. The line through Dundas Street was abandoned in 1931 and the track was removed during World War II. Few physical remnants of the line are visible today. The Credit Valley Railway historically passed through the Study Area.

Major roads running through Toronto Township include Mavis Road, Dundas Street and Hurontario Street. Dundas Street was completed to the Humber River by 1796, before the townships had been surveyed, so that it served as a baseline for concessions south of Dundas Street and north of Dundas Street in Nelson, Trafalgar and Toronto South Townships. Early land grants on the lake frontage of the new townships were issued to retired officers and soldiers (Middleton and Landon 1927). Also known as The Governor's Road, after Lieutenant Governor Simcoe, Dundas Street was only partially opened until the early 19th century, and takes its name from Henry Dundas, a British secretary of state. Early settlement originally clustered around Dundas Street, and the road was used for military purposes to connect transportation around the Great Lakes.

Many of the major arterial roads in the City of Mississauga follow the original survey pattern laid out during the Crown survey for Toronto Township. Many of the north-south oriented roads that cross over Dundas Street including Mavis Road, Hurontario Street, and Cawthra were laid out as a result of Samuel Wilmot's original survey. However, Dundas Street was laid out prior to the survey and has been identified as the province's first east-west arterial road. In the 1920s, much of Dundas Street became a part of the Ministry of Transportation Highway 5 that ran from Cooksville to Hamilton and Port Dover, designated as a provincial highway. By the 1990s most of Highway 5 was transferred out of provincial control as a result of downgrading and has since become the responsibility of a series of municipalities.

Finally, in the 1930s, with the recognition of the congestion along Highway 2, planning for a new four-lane highway began. The first section of Highway 401 was completed in 1947, with the remaining phases completed during the 1950s and 1960s (Bever 2013). The original interchange at Highways 401, 403 and 410 was constructed during the 1970s, following increased traffic flow in the Greater Toronto Area however, a massive construction project took place in this intersection during the late 1980s and early 1990s that resulted in the completions of new ramps connecting the Highway 403 with the Highway 401, new overpasses constructed and the former loop ramp from Highway 410 southbound replaced by the large Highway 410 bridge (flyover) (Bever 2013). Highway 403 is located north of Dundas Street and provided a way for motorists to circumvent the downtown core of Mississauga.

Historic Land Use of the Study Area

The 1800 Etobicoke Patent Plan (**Figure 6**), the 1861 Tremaine's Map of the *County of York* (**Figure 7**) and the 1877 Walker & Miles *Historical Atlas of Peel County* (**Figure 8**) were reviewed to identify the presence of any historic features within the Study Area during the 19th century settlement of the township, as the presence of historic features elevates the potential for the recovery of 19th century archaeological resources. It should be noted that not all features of interest, particularly farmhouses and smaller homesteads, were mapped systematically as this would have been beyond the intended scope of the Ontario historical atlas series. In addition, given that atlases were funded by subscription, preference with regard to the level of detail included was given to subscribers. As such, the absence of structures or other features on historic atlas maps does not preclude the presence of historic features at the time the area was surveyed. Notable historic landowners and features from the 1861 Tremaine's map and the 1877 Peel County map are detailed in **Table 3** and **Table 4** respectively.

The 1800 mapping depicts early 19th century transportation routes, including present-day day Dundas Street (formerly known as Governor's Road), and what is now Dixie Road, Cawthra Road, and Hurontario Street, as well as Etobicoke Creek. There are no other historic features listed on the 1800 Patent Plan map.

Table 3: 1861 Notable Historic Landowners and Features

Lot	Concession	Landowner	Historic Feature
1	1S	William Ward	Summerville P.O to the south
11	1S	Joseph Silverthorn	3 structures
5	1S	William T. Shaver	1 structure
13	1S	Crewe (Dr.)	1 structure

Table 4: 1877 Notable Historic Landowners and Features

Lot	Concession	Landowner	Historic Feature
1	1N/S	No landowner(s) listed	<ul style="list-style-type: none"> ■ Summerville P.O. ■ Credit Valley Railway
2	1N	F. Silverthorn	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard
2	1N	James Alderston	<ul style="list-style-type: none"> ■ 1 structure (church), 1 orchard
3	1S	James Alderston	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard ■ Credit Valley Railway
3	1N	C.R. Wilcox	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard
3	1N	Allen Wilcox	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard
4	1N	James Falconer	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard
4	1S	Robert Pallett	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard ■ Credit Valley Railway
4	1N	J. Clarkson	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard
4	1S	Wm. H. Pallett	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard ■ Credit Valley Railway
5	1N	Joseph Brown	<ul style="list-style-type: none"> ■ 1 orchard, 1 house ■ Schoolhouse ■ Toll Bar
5	1S	William Shaver	<ul style="list-style-type: none"> ■ 1 orchard ■ Credit Valley Railway
6	1N	William Shaver, W. Watson	<ul style="list-style-type: none"> ■ 1 structure ■ 1 structure, multiple orchards
6	1S	Multiple landowners	<ul style="list-style-type: none"> ■ Multiple structures and orchards ■ Church and cemetery (R.C.C.) ■ Credit Valley Railway
7	1N	Matthew Gummerson	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard
7	1S	Amos Wilcox	<ul style="list-style-type: none"> ■ 1 structure, 1 orchard ■ Credit Valley Railway
8	1N	John Kennedy	<ul style="list-style-type: none"> ■ 2 structures, 1 orchard
8	1S	Thomas Stanfield	<ul style="list-style-type: none"> ■ 1 structure ■ Dixie P.O. ■ Credit Valley Railway
9-10	1N	Mrs. John Wilson	<ul style="list-style-type: none"> ■ 1 church, 1 cemetery ■ 1 structure, 1 orchard
11	1N	Joseph Silverthorn	<ul style="list-style-type: none"> ■ 2-3 orchards, 1 structure
12-13	1N	Jonathan Dunn	<ul style="list-style-type: none"> ■ 1 structure, multiple orchards ■ Credit Valley Railway
15	1N	John C. Price	<ul style="list-style-type: none"> ■ P.O. Cooksville ■ 1 house ■ Credit Valley Railway

The 1861 and 1877 mapping continue to depict the same early 19th century transportation routes as above; Summerville, Sydenham (later renamed Dixie in the 1877 mapping), and Cooksville are also depicted. By 1877, the Credit Valley Railway is also depicted, as well as the Summerville and Dixie Post Office (P.O.) structures – only Summerville is depicted in the 1861 mapping. Two cemeteries are indicated in the 1877 mapping (Lot 6,

Concession 1 South, and Lot 10, Concession 1 North, with adjacent church). Etobicoke Creek is depicted as the “River Etobicoke” in the 1877 mapping.

In addition to the early survey mapping, 1909 and 1938 topographic mapping (**Figures 9 and 10**), 1910 Fire Insurance Plans of Cooksville (**Figure 11**), and aerial photography from 1954, 1985, 1997, and 2010 (**Figure 12**) were compiled in order to demonstrate the increased development, urbanization, and commercialization of the area into the 20th century. Multiple structures are visible on the NTS mapping, including the cemetery locations marked by a small cross (**Figures 9 and 10**). The settlements are concentrated in Summerville, Dixie, and Cooksville, though settlement is visible along the entire length of the Study Area. The fire insurance plan for Cooksville (**Figure 11**) was examined in conjunction with the aerial photography (**Figure 12**), which further illustrates the substantial amount of building demolition and infrastructure development that has occurred throughout the years. Namely, the increase in width of the Dundas Street right-of-way and associated infrastructure improvements and construction impacts of those activities. The agricultural use of the Study Area extended until the mid-1950s when development began to expand. Additionally, the Dundas Street right-of-way appears to be a single lane road in the 1950 aerial. By the 1980s a number of the larger highway interchanges have been constructed as well as the expanded double-lane, divided Dundas Street right-of-way. By 1997, the areas had been nearly completely urbanized. The expansion of the Dundas Street right-of-way is visibly drastic between the 1950s and 2010 aerial images, as a result of extensive road and infrastructure improvements associated with the construction and maintenance of the right-of-way over time.

3. Archaeological Context

3.1 Natural Environment

The modern physiography of Southern Ontario is largely a product of the events of the last major glacial stage, the Wisconsinan and Late Wisconsinan time (ca. 25,000-10,000 BC). The landscape in the former Peel County is made up of a complex arrangement of features and deposits produced during the last series of glacial advances and retreats by the Simcoe Lobe and Ontario Lobe of the North American Laurentide ice sheet prior to the withdrawal of the glacier from Southern Ontario (Ellis and Ferris 1990). Those features and deposits that were formed by glacial action are represented by till plains, end moraines, and drumlins.

The majority of the Study Area is located within the Iroquois Plain physiographic region (**Figure 13**). The Lake Iroquois Plain region was created approximately 12,500 years ago along the shores of glacial Lake Iroquois and forms the southern boundary of the South Slope, cutting across the Highland Creek watershed. When the last glacier was receding, the lowlands bordering Lake Ontario were inundated by a vast body of water known as Lake Iroquois. As a result, the old shorelines, cliffs, bars, beaches, and boulder pavements are easily identifiable. The surrounding undulating till plains stand in stark contrast to the smooth lake bottom (Chapman and Putnam 1984:190). The Iroquois Plain extends from the Niagara River to the Trent River around the western part of Lake Ontario, for a total distance of 305 kilometre. Soil conditions in the plain vary greatly, so it is divided into several sub-sections (Chapman and Putnam 1984, 190). Soils in this region are comprised largely of permeable lacustrine sandy soils and clay that are well drained, allowing the ground discharge of water to surrounding creeks and rivers. Based on the strength of its shore cliffs and beaches, Lake Iroquois was much longer-lived than any of the earlier glacial lakes. The lake was, essentially, an enlargement of present-day Lake Ontario which was formed as a result of the glacial blockage of the St. Lawrence River.

Etobicoke Creek

Etobicoke Creek is an approximately 60-kilometre-long tributary of Lake Ontario, draining an area of approximately 206 square kilometres, beginning south of the Oak Ridges Moraine and draining into the north shore of Lake Ontario through Peel Region, the town of Caledon, and the cities of Brampton, Mississauga, and Toronto (Toronto Region Conservation 2010). Groundwater recharge is less than 100 millimetres (mm) per year across the Etobicoke Creek watershed, due primarily to its low permeability silt, clay, and

silt till soils, except for the Brampton Esker area, where recharge is more than tripled. Agriculture, raising of livestock, commercial groundwater takings, and groundwater remediation represent the major uses of groundwater from Etobicoke Creek. The name 'Etobicoke' for both the creek and the township comes from an Anishinaabemowin word describing the area between the creek and the Humber River, meaning 'the place where the alders grow' (Harris 2015). The creek has been referred to as a creek or river interchangeably in early surveys, letters, and treaties, until it was defined as a creek in 1962 by the Geographical Names Board of Canada. Etobicoke Creek is also recognized by the City of Mississauga as a heritage corridor with historical significance within its Official Plan (City of Mississauga 2021).

These environmental characteristics would have provided an ideal environment for both temporary and permanent settlement throughout the pre-and post-contact periods. The single most important environmental feature necessary for extended human occupation is potable water. As such, proximity to water is regarded as a useful index for the determination of potential for the presence of archaeological resources. The water sources would have served as important pre- and post-contact transportation routes as well as sources of potable water and riverine resources. During the 19th and 20th centuries, rapid deforestation resulted in significant land clearance and over time, the once diverse forest life and wide range of tree species and natural resources would have also been depleted as agricultural and modern residential and commercial development continued. As a result of continuing urban development, this portion of southern Ontario is almost completely deforested today.

Land Use and Settlement of the Area

Colonel Samuel Bois Smith, of the Queen's Rangers, was granted 2,600 acres of land in southern Etobicoke; he expanded a log cabin at the mouth of the Etobicoke Creek (Harris 2015) and allowed for timbering to occur on his lands. He also built a ship, the *Defiance*, from oak trees, completing the project in 1835 (Reeves 1992). Timbering continued around the mouth of the creek as well as across Etobicoke Township, and by 1842 at least half of the township's forests had been cut. The loss of the trees contributed to flooding problems, beginning in the latter half of the 19th century, and by the 1870s the creek flats had been well populated by shanties. The creek flooding issues were most devastating in 1948 and 1952, with many properties destroyed along the sandbar and flats, and Hurricane Hazel destroyed more than fifty homes and caused seven deaths in 1954.

Smith sold 500 acres of land to James Eastwood, and in 1883, Eastwood sold 75 acres of waterfront land for residential development, which would later become the cottage lots of Long Branch Park. Further settlement and industrialization in the township occurred

with the introduction of the radial line and the emergence of factories in the area (Reeves 1992). In 1929, cribwork reinforcement was carried out at the sandbar across the mouth of Etobicoke Creek, resulting in the first engineered alteration of the creek to allow for westward extension of Lake Promenade. Further work at the creek included the expropriation of floodplain properties, rechanneling of the creek and the conversion of flats to parkland (Reeves 1992); by the latter half of the 20th century the original mouth of the creek no longer existed.

3.1.1 Previous Archaeological Work

To inform the current Stage 1 Archaeological Assessment and further establish the archaeological context of the Project Area, a search of the Ministry of Heritage, Sport, Tourism and Culture Industries Public Register of Archaeological Reports was completed to determine if any previous archeological work has been completed within the current Study Area or within 50 metres of the Study Area. **Table 5** lists reports regarding previous archaeological work relevant to the Study Area.

Table 5: Archaeological Reports with Relevant Background Information

Year	Title	Author	PIF Number
2017	Stage 1 Archaeological Assessment Report, Hurontario LRT, Geographic Township of Toronto, Peel County, City of Brampton and City of Mississauga, Regional Municipality of Peel, Ontario	AECOM Canada Ltd. (AECOM)	P438-0122-2017
2018a	Stage 1 Archaeological Assessment, Metro – West Mall Frozen Distribution Centre, 170 The West Mall, 21 Waulron Street and 30 Waulron Street, City of Toronto, Part of Lots 11 to 13, Concession 4 Colonel Smith's Tract, Geographic Township of Etobicoke, Former York County, Ontario	Archaeological Research Associates Ltd.	P007-0883-2018
2018b	Stage 2 Archaeological Assessment, Metro – West Mall Frozen Distribution Centre, 170 The West Mall, 21 Waulron Street and 30 Waulron Street, City of Toronto, Part of Lots 11 to 13, Concession 4 Colonel Smith's Tract, Geographic Township of Etobicoke, York County, Ontario	Archaeological Research Associates Ltd.	P007-0925-2018
2018	Stage 1 Archaeological Assessment Southeast Mississauga Sanitary Sewer and Watermain Replacement Part of Lots 2, 4 and 5, Concession 1 SDS and Part of Lot 4, Concession 1 NDS (Former Township of Toronto, County of Peel) City of Mississauga Regional Municipality of Peel, Ontario	Archaeological Services Inc.	P1066-0075-2018

Year	Title	Author	PIF Number
2019	REVISED 2019 Stage 1-2 Archaeological Assessment of 89 Dundas Street West & 98 Agnes Street, Lots 14, 15, 31, 32 and Part of Lot 13 West of Hurontario Street, Registered Plan TOR-12, Part of Lot 16, Concession 1 North of Dundas Street, (Geographic Township of Toronto, County of Peel) City of Mississauga, Regional Municipality of Peel (AMICK Consultants Ltd. File #19843/MTCS File #P058-19843-2019)	AMICK Consultants Ltd.	P058-1786-2019

In 2017, AECOM conducted a Stage 1 Archaeological Assessment as part of the Hurontario Light Rail Transit (HuLRT) alignment project, located on multiple lots and concessions within the Geographic Township of Toronto, Peel County, Cities of Brampton and Mississauga, Ontario. The Stage 1 background research identified potential for the presence of precontact and Euro-Canadian archaeological resources within several areas of land; however, archaeological potential had been removed from the majority of the study area as a result of extensive 20th century urban and commercial development as well as road, highway, and sidewalk construction. Stage 2 Archaeological Assessment was recommended for all land identified within the HuLRT study area as retaining archaeological potential that would be impacted by construction (AECOM 2017, **Figure 14**). None of the areas recommended for further work were located within the current Study Area boundaries.

In 2018, Archaeological Research Associates Ltd. conducted a Stage 1 Archaeological Assessment of land to be impacted by the proposed Metro – West Mall Frozen Distribution Centre (Archaeological Research Associates Ltd. 2018a). The Stage 1 assessment determined that the study area comprised a mixture of areas of archaeological potential and areas of no archaeological potential. Although it is possible that some of the areas of archaeological potential were impacted by past construction activities, the integrity of the soils and the depth of any past disturbances must be empirically evaluated (Archaeological Research Associates Ltd. 2018a). Stage 2 Archaeological Assessment was recommended for all areas found to retain archaeological potential (Archaeological Research Associates Ltd. 2018a). A small portion of the current Study Area was found to retain archaeological potential and was recommended for test pit survey.

The subsequent Stage 2 Archaeological Assessment for the proposed Metro – West Mall Frozen Distribution Centre was completed by Archaeological Research Associates Ltd. in 2018 (Archaeological Research Associates Ltd. 2018b). The Stage 2 assessment resulted in the identification of one location of archaeological materials: Site 1 (AjGv-89). Site 1 comprised a 247 x 148 metre (Northeast-Southwest) scatter of Euro-Canadian

archaeological materials identified during pedestrian survey within the ploughed field in the northern portion of the application boundary (Archaeological Research Associates Ltd. 2018b). Based on detailed research utilizing historic maps, land registries and local historical society research in conjunction with a Controlled Surface Pick-Up and broader artifact analyses, Archaeological Research Associates Ltd has confirmed that the assemblage predominantly dates to the first half of the 20th century (Archaeological Research Associates Ltd. 2018b). No further work was recommended (Archaeological Research Associates Ltd. 2018b).

In 2018, Archaeological Services Inc. completed a Stage 1 Archaeological Assessment as part of the Southeast Mississauga Sanitary Sewer and Watermain Replacement project, involving the proposed sanitary sewer and watermain rehabilitation and replacement near Dundas Street East and Dixie Road in Mississauga, Ontario. The Stage 1 background research identified archaeological potential for the recovery of precontact and Euro-Canadian archaeological resources, but the subsequent property inspection determined that much of the study area had been subjected to deep soil disturbance events, associated with construction activities, as well as channelization and erosion control along Etobicoke Creek; a part of the study area had been previously assessed in 2008, and the remaining portion was located in low and wet conditions along the creek and floodplain. No further Archaeological Assessment was recommended (Archaeological Services Inc. 2018). The land subject to Stage 1 Archaeological Assessment by Archaeological Services Inc. is located within the current Study Area boundaries (**Figure 14**).

In 2019, the Cooksville site (AjGv-92) was first identified during a Stage 1-2 Archaeological Assessment conducted by AMICK in 2019 (AMICK 2019). A total of 91 1-metre test units were excavated, and 657 artifacts were recovered, including one projectile point tip. The pre-contact component of the site was interpreted as a findspot due to the point, and 50% of the Euro-Canadian artifact assemblage represented demolition debris. The site was determined to retain further cultural heritage value or interest, and further Archaeological Assessment was recommended. A subsequent Stage 2 Archaeological Assessment was completed by Archaeological Services Inc. in 2020, in which Archaeological Services Inc. performed detailed land use history and a qualitative analysis of the 656 Euro-Canadian artifacts previously analyzed by AMICK; results determined that the deposit is not characteristic of a timespan where 80% or more predates 1870. The site was not determined to retain further Cultural Heritage Value or Interest and had been sufficiently documented. No further Archaeological Assessment was recommended (Archaeological Services Inc. 2020, **Figure 14**).

City of Mississauga Official Plan (OP)

A review of the City of Mississauga's Official Plan (OP) identified five character areas (**Figure 15**) within the Study Area boundaries. These character areas reflect varying and individual identities within the City of Mississauga, which may include physical, natural, and social characteristics. These include:

- Downtown Cooksville Character Area
- Cooksville (East) Character Area
- Mississauga Valleys Character Area
- Applewood Character Area
- Dixie Character Area

Municipal Registers and Heritage Properties

A review of the 2005 Cultural Landscape Inventory and the Municipal Heritage Register identified four cultural heritage landscapes within the Study Area boundaries, listed below:

Cultural Heritage Landscapes

- Former Credit Valley Railway Corridor (CHL 1)
- Dixie Union Chapel and Cemetery (CHL 2)
- St. John the Baptist Anglican Church & St. John's Dixie Cemetery and Crematorium (CHL 3)
- Remains of Dundas-Dixie Cemetery (CHL 4)

This Archaeological Assessment also identifies known (i.e., listed, designated or otherwise recognized) built heritage resources, including heritage properties and historic plaques, in **Table 6**, as detailed in the Heritage Assessment report for this Project (AECOM *forthcoming*). The Heritage Impact Assessment was in development for the Project in tandem with this Archaeological Assessment. For further information on the significance of these built resources and character areas, as well as appropriate recommendations, the completed Heritage Assessment report should be consulted.

The presence of cultural heritage resources, including built heritage resources and cultural heritage landscapes indicates elevated potential for the presence of 19th century archaeological resources within the Study Area boundaries. This determination is also supported by the historic land use and settlement in the area as evidenced by 1861 and 1877 historic mapping.

Table 6: Cultural Heritage Resources Within the Mississauga East Study Area

Built Heritage Resource/Cultural Heritage Landscape Ref. #	Type of Property/Name	Location/Address	Heritage Recognition
BHR 1	Commercial/Russell's Garage and All-Save Car Rental	202 Dundas Street West	■ Listed on the Municipal Heritage Register
BHR 2	Residential	196 Dundas Street West	■ Previously-Identified Built Heritage Resource (AECOM, 2016)
BHR 3	Residential	188 Dundas Street West	■ Previously-Identified Built Heritage Resource (AECOM, 2016)
BHR 4	Commercial/Former Schiller Store	55 Dundas Street West	■ Listed on the Municipal Heritage Register
BHR 5	Commercial/Former Cooksville Post Office and Shaver House	47 Dundas Street West	■ Listed on the Municipal Heritage Register
BHR 6	Commercial	37 Dundas Street West	■ Previously-Identified Built Heritage Resource (AECOM, 2016)
BHR 7	Commercial/Copeland's General Store	14 Dundas Street East	■ Listed on the Municipal Heritage Register
BHR 8	Industrial/Bell Telephone Company Cooksville Exchange Building	47 Dundas Street East	■ Listed on the Municipal Heritage Register
BHR 9	Residential	168 Dundas Street East	■ Previously-Identified Built Heritage Resource (AECOM, 2016)
BHR 10	Residential/Commercial	172 Dundas Street East	■ Previously-Identified Built Heritage Resource (AECOM, 2016)
BHR 11	Residential/Commercial	184 Dundas Street East	■ Previously-Identified Built Heritage Resource (AECOM, 2016)
BHR 12	Residential	775 Dundas Street East	■ Listed on the Municipal Heritage Register
BHR 13 (associated with BHR 14)	Residential/Chapman Residence (Barn)	855 Dundas Street East	■ Listed on the Municipal Heritage Register
BHR 14 (associated with BHR 13)	Residential/Chapman Residence	865 Dundas Street East	■ Listed on the Municipal Heritage Register
BHR 15	Commercial/Mississauga Chinese Centre	888 Dundas Street East/2565 Haines Road	■ Listed on the Municipal Heritage Register

Built Heritage Resource/Cultural Heritage Landscape Ref. #	Type of Property/Name	Location/Address	Heritage Recognition
BHR 16	Cultural Heritage Plaque	1576 Dundas Street East	■ Mississauga Heritage Foundation Plaque Location
CHL 1	Transportation Corridor	Former Credit Valley Railway Corridor	■ Listed on Municipal Heritage Register
CHL 2	Place of Worship- Dixie Union Chapel and Cemetery	707 Dundas Street East	■ Designated Part IV of the Ontario Heritage Act ■ Listed on Ontario Heritage Trust Places of Worship Inventory
CHL 2a	Cultural Heritage Plaque	707 Dundas Street East	■ Ontario Heritage Trust Plaque
CHL 2b	Cultural Heritage Plaque	707 Dundas Street East	■ Ontario Heritage Trust Plaque
CHL 3	Place of Worship- St. John the Baptist Anglican Church & St. John's Dixie Cemetery and Crematorium	719-737 Dundas Street East	■ Listed on Municipal Heritage Register ■ Listed on Ontario Heritage Trust Places of Worship Inventory
CHL 4	Archaeological Remains	1370 Dundas Street East	■ Listed on the Municipal Heritage Register

Cemeteries

Two cemeteries and the remains of a potential cemetery fall within the Study Area boundaries: Dixie Union Cemetery and St. John's Dixie Cemetery & Crematorium, both located at 737 Dundas Street East (**Figure 16**), and the remains of the Dundas-Dixie Cemetery, located at 1370 Dundas Street East (**Figure 17**). These are also the cemeteries identified in the historic mapping in **Section 2.1.3**.

Dixie Union Cemetery and St. John's Dixie Cemetery & Crematorium

Dixie Union Cemetery (Cemetery 23) is Mississauga's oldest cemetery. In 1810, a one-acre parcel of land was donated by Philip Cody on Lot 10, Concession 1 North of Dundas Street in Toronto Township, Peel County ("Toronto Township, Cemetery no. 23, Dixie Union Cemetery", Ontario Genealogical Society 1997) for the purpose of establishing a place of worship (church) and a cemetery in Toronto Township. Cody was an early New Englander settler who owned the tavern and inn across the street at the time (Cody's Tavern, built after Cody obtained a lien on Mrs. Amasa T. Grant's 200 acres and later a patent). He was also the father of 'Buffalo Bill' Cody, who was later baptized in Dixie Union's chapel. Cody's inn was a community space for landowners and settlers to discuss matters of town improvements and infrastructure; many voiced their concern in regard to scattered unmarked graves in the immediate area, including those of Indigenous persons ("Toronto Township, Cemetery no. 23, Dixie Union Cemetery", Ontario Genealogical Society 1997). In personal communication with Rick Whittingstall, cemetery director of St. John's Dixie Cemetery & Crematorium on March 4, 2022, it was remarked that the cemetery does not possess records of the locations of these unmarked graves of Indigenous persons in either Dixie Union or St. John's Dixie cemeteries; it is unclear how many unmarked graves of Indigenous persons are present on the entire property, or where they are located. Therefore, it is not possible to relate the location(s) of these burial grounds to the current layout of either cemetery. Furthermore, personal communication with Samantha Thompson, PhD MLIS of the Peel Art Gallery, Museum, and Archives on February 17, 2022, confirmed that no reference to the location or number of Indigenous burial grounds on the property is contained within the Perkins Bull fonds, a collection of early 20th century research materials compiled by William Perkins Bull, a prominent lawyer and historian of Peel County, who was noted for taking a particular interest in the history of various Indigenous groups.

In response to these concerns, Cody transferred the land for what would become Dixie Union Cemetery to John Silverthorn, Allan Robinette, and Daniel Harris (acting as trustees) for a nominal sum of five shillings; another settler, Moses Teeter, sold the southwest corner of Lot 10, Concession 1 North of Dundas Street for the erection of a chapel (Dixie Union Chapel). Multiple denominations would later worship at that chapel, including Episcopalians (or Church of England), Presbyterians, and Methodists.

Construction of the original pine log chapel structure had begun in 1809; it was interrupted twice, first by the falling of a tree on the leg of Aboslum Wilcox, who was leading the construction project, and later briefly by the War of 1812, as Cody, Robinet, and several of the Silverthorn family enlisted. The log chapel (called 'Fountainhill' after a spring on the property, or 'the Indian Chapel', as the chapel had Indigenous attendance at services) was completed in 1816 and burned down within a few years ("Toronto Township, Cemetery no. 23, Dixie Union Cemetery", Ontario Genealogical Society 1997). The present stone chapel was first built in 1837 (partially delayed by the Rebellion of 1837), completed in 1838, and named for Dr. Beaumont Dixie, who donated more land to the church; an additional half-acre had also been added a few years after the sale of the land. The stone was quarried from Etobicoke Creek.

The Dixie Union Cemetery, adjoining the Dixie Union Chapel, contains the interments of many of Mississauga's earliest settlers, including the Silverthorns (builders of Cherry Hill House), Amos Wilcox (War of 1812), Cook (the namesake of Cooksville), Angus Gray (WWI), and Thomas Laird Kennedy, former premier of Ontario, as well as early Indigenous burials, whose graves were allegedly marked with fieldstones (Ontario Genealogical Society 1997; Rick Whittingstall and Samantha Thompson, pers comm. 2022). The earliest monument is that of 3-year-old Philip Harris (died 1812), whose sandstone monument was carved by his father. The establishment of the cemetery can therefore be placed between 1810 and 1812.

By 1937, there were 707 interments in Dixie Union Cemetery; funds had been donated by the Silverthorn and Gage families for the addition of an iron gate, fence, and stonework ("Toronto Township, Cemetery no. 23, Dixie Union Cemetery", Ontario Genealogical Society 1997). Dr. C. W. Jeffries reported in 1930s that on the west side of the cemetery, burials faced east to west, with heads in the west facing the rising sun. Close to Dundas Street, the graves were square with the roadway. Today, both the Dixie Union Chapel and the Dixie Union Cemetery are managed by the City of Mississauga, in conjunction with the Anglican Diocese of Toronto, who manages the adjoining St. John's Dixie Cemetery & Crematorium property. The historical boundaries of the cemetery are illustrated in the three plot maps included as part of Appendix A as well as in the supplementary documentation to this report (**Figure 3: 1919 Dixie Union Cemetery Plot Map; Figure 4: 20th century (no date) Dixie Union Cemetery Plot Map; Figure 5: Modern Dixie Union Cemetery Plot Map, Produced by Geomatics T&W**), provided courtesy of the City of Mississauga. The 1919 plot mapping clearly demonstrates Dundas Street to the south of the cemetery, as well as the cemetery fenceline and the plots contained within. The 20th century (no date) plot mapping also illustrates the boundaries of the cemetery; however, the map quality and legibility has degraded over time and it is difficult to read. The modern rendering of the plot mapping provided by Geomatics T&W also illustrates the boundaries of the cemetery, with Dundas Street south of the property

fenceline and Cawthra Road west of the fenceline. The limits of the cemetery can also be verified in the field, as illustrated in images 28-32. The oldest interments are located behind Dixie Union Chapel, to the north of the study area.

The fenceline can also be viewed in historic photographs, provided courtesy of the Peel Art Gallery, Museum, and Archives; of particular note is the marked difference between the current roadway and the dirt road visible in Plate 1 and the depth of the 'curb'. The white picket fence in Plate 1 is later replaced by a stone, brick, and wrought-iron fence in Plate 2. While the date of Plate 1 is unknown, it likely predates Plate 2 (1930s). The fenceline, however, appears to have remained unchanged through time. Plate 3 demonstrates another view of the chapel and cemetery monuments, while Plates 4 and 5 demonstrates the historic plaque and informational signage present on the property.

Also on the property is the St. John's Dixie Cemetery and Crematorium, an approximately 10-acre privately-owned Anglican cemetery located at the northeast corner of Dundas Street and Cawthra Road; the cemetery is owned and operated by the Anglican Diocese of Toronto (Supplementary Documentation, **Figure 6**). In 1869-1870, the St. John the Baptist Anglican Church (Dixie) structure was erected specifically for Anglican worship. Subsequently, the Dixie Union Cemetery was divided: the land east of an old laneway and behind St. John the Baptist Anglican Church (Dixie) became first known as the St. John the Baptist Anglican Cemetery and is now known as St. John's Dixie Cemetery and Crematorium. The cemetery was expanded by an additional 8 acres in 1954. The original 1870 St. John the Baptist Anglican Church (Dixie) church burned in 1924 and was rebuilt the next year in brick. In personal communication with Rick Whittingstall, cemetery director of St. John's Dixie Cemetery & Crematorium on March 4, 2022, Mr. Whittingstall confirmed that historical mapping of St. John's Dixie Cemetery exists, but the mapping is only available on cloth, and is too fragile for handling or scanning; cemetery management declined to provide a copy of the mapping for preservation purposes. No other copy of this mapping was available at the City of Mississauga, the Peel Art Gallery, Museum, and Archives, or the Bereavement Authority of Ontario; however, the Bereavement Authority of Ontario did provide a copy of the 1959 plot mapping (Supplementary Documentation, **Figure 6**), which demonstrates the boundaries of the cemetery, as well as further expansion of the cemetery plots to the north and the addition of a hall to the original church structure, which was completed in 1955 and erected to serve as a space for religious instruction for children. Mr. Whittingstall also confirmed that no other historic mapping exists to demonstrate further division or expansion of Dixie Union Cemetery or St. John's Dixie Cemetery.

In personal communication with Rick Whittingstall, cemetery director of St. John's Dixie Cemetery & Crematorium on March 4, 2022, Mr. Whittingstall confirmed that the boundaries of both Dixie Union Cemetery and St. John's Dixie Cemetery are known, and

that due to the fact that Dundas Street precedes the establishment of Dixie Union Cemetery, it is unlikely for unmarked burials to exist outside of the fenceline. Further, expansion of the cemetery property has occurred to the north with the expansion of the St. John's Dixie Cemetery, originally established in 1869-70, and any unmarked graves are unlikely to exist within the Dundas Street right-of-way (Rick Whittingstall pers. comm., 2022).

Plate 1: Dixie Union Chapel and Cemetery, 1930s and earlier



Courtesy of Peel Art Gallery, Museum and Archives

Plate 2: Dixie Union Chapel and Cemetery dated 1930s



Courtesy of Peel Art Gallery, Museum and Archives

Plate 3: Dixie Union Chapel and Cemetery



Courtesy of Peel Art Gallery, Museum and Archives

Plate 4: War of 1812 informational signage at Dixie Union Chapel

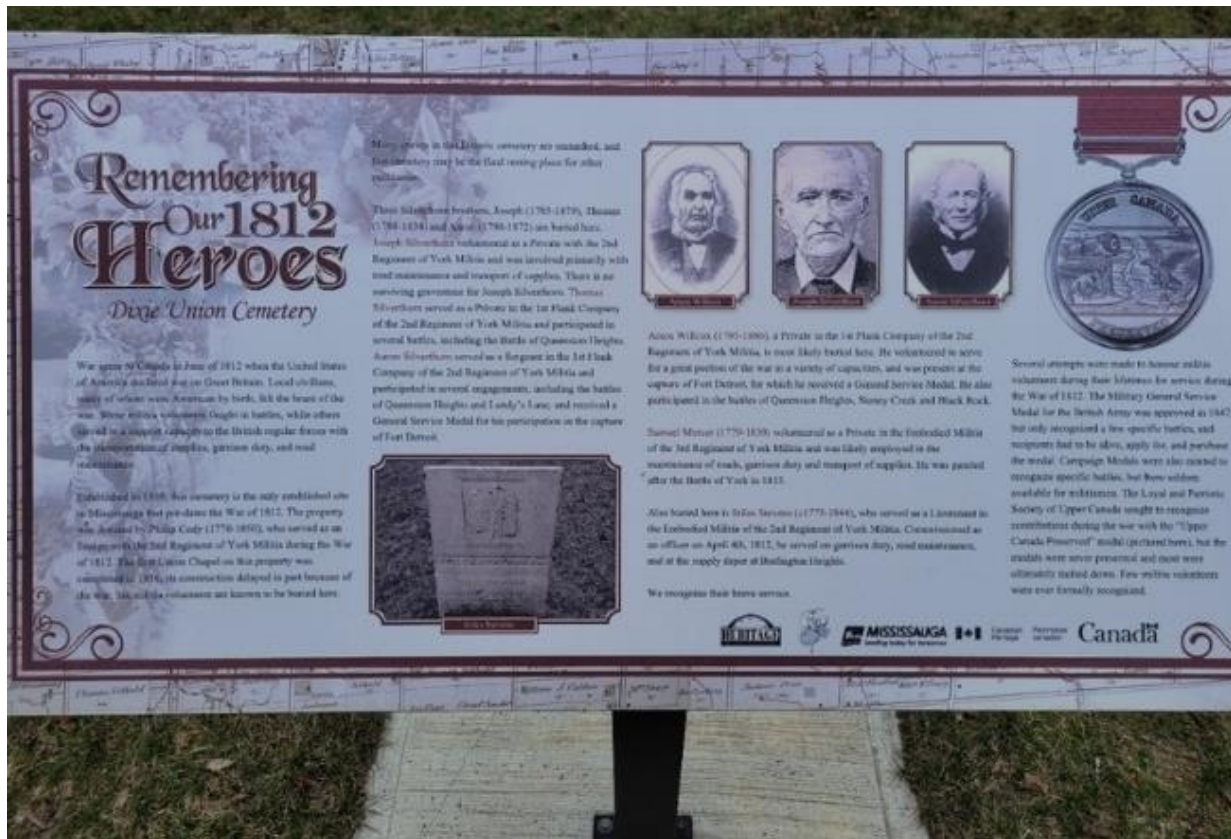


Plate 5: Dixie Union Chapel Historic Plaque



Text from this plaque is below:

Constructed of stone from the nearby Etobicoke River, this building also known as the Stone Chapel, is a rare surviving example of a "union" chapel from the settlement period of Upper Canada. It was erected in 1837 through the efforts of John Silverthorn, Allen Robinet and Daniel Harris, prominent early settlers of Toronto Township. It replaced a previous log structure in which Anglicans, Methodists and Presbyterians worshipped as early as 1816. The erection of such multi-denominational churches was the result of the small size and poverty of many early religious groups. Little altered on the exterior since its construction, the chapel was last used for regular services by a Baptist congregation in the 1950's and is still held in trust for local Protestant denominations.

Remains of the Dundas-Dixie Cemetery

It is unclear whether a cemetery was ever in use on Lot 6, Concession 1 South of Dundas Street. According to Matthew Wilkinson, Heritage Mississauga historian, there is no clear indication that the cemetery was ever functional. In a personal communication on February 17, 2021, Mr. Wilkinson noted that the documentary record for the existence of the cemetery is scarce, and the majority of the information below was shared via oral history and church stakeholder knowledge; Mr. Wilkinson had been in the past in contact with Mr. Pat Gunning and Mr. Aidan Manning of Saint Patrick's Parish, another Roman Catholic Church in Mississauga, located at 921 Flagship Drive; Mr. Manning is also an author of Peel history. Neither Mr. Gunning nor Mr. Manning were able to be reached by AECOM for further information, and no historical mapping, newspaper articles, or historical church records were available following personal communication with Saint Patrick's Parish on February 17, 2022.

Mr. Wilkinson noted that the Dundas-Dixie Cemetery was associated with the original St. Patrick's Roman Catholic Church, which was demolished in 1974. The property at the southwest corner of Dundas and Dixie had been acquired for a church from a John Ryder by the Roman Catholic Episcopal Church on October 10, 1863, though the church was not built until 1872. However, there is a cross adjacent to the church on the 1877 historic mapping, denoting a cemetery. By 1891 Mount Peace Catholic Cemetery on Cawthra Road had opened and became the principal burying ground for parishioners from St. Patrick's. No reference to a cemetery was noted when St. Patrick's was demolished, though if a cemetery existed, Mr. Wilkinson noted that by his estimation, burials would have likely existed behind (south) or beside (west) of the church, which would be under the current commercial structures on the property, not the parking lot. These conclusions were provided by Mr. Wilkinson based on the 1877 mapping, oral history, and stakeholder information provided by Mr. Gunning and Mr. Manning; however, there is no mapping or documentary record to support these conclusions. The Bereavement Authority of Ontario

was contacted on February 17, 2022, and Michael D'Mello, Deputy Registrar, confirmed that the Bereavement Authority of Ontario has no record of a cemetery on the property, and advised that should a cemetery be found, the Bereavement Authority of Ontario should be contacted immediately.

The only other reference to a cemetery on the property was found in a compilation of Toronto township church and cemetery data compiled by Peel historian and genealogist Trudy Mann (1934-2017):

There is some indication that there were burials near the site of the church at Dundas and Dixie. The 1877 Atlas of Peel County shows a cross here, which denoted a cemetery. A mistake could have been made, but overall the locations on the old maps were generally quite accurate. A parish priest of St. Patrick's said he had seen some old stones in that area. Perhaps they were early farm graves. The site is now a retail office and mall which makes it difficult to find answers to the stories.

Mann 1999

The property tax rolls of Toronto Township were destroyed in a Cooksville fire in 1969, further complicating research of the land use history of the property. In a personal communication with Samantha Thompson, PhD MLIS of the Peel Art Gallery, Museum, and Archives on February 17, 2022, the following newspaper clippings (Plates 6 and 7, below) were provided.

Plates 6 (left) and 7 (right): 1969 Cooksville Fire Newspaper Clippings



Courtesy of Peel Art Gallery, Museum and Archives

Disturbance of the property is unclear; in a personal communication with Steven Gottdank of Lennard Commercial Realty, who manages 1370 Dundas Street East (the current address of the property), Mr. Gottdank noted that the property was disturbed in the past as part of usual construction activities, as it now consists of a three-storey office and commercial complex, but the building contains no basement. Mr. Gottdank also stated that the realty office was unaware of any cemetery on the property.

3.2 Known Archaeological Sites

AECOM conducted a data search of the Archaeological Sites Database to determine if any registered archaeological sites are located within the Study Area as well as within 1 kilometre of the current Study Area boundaries. This search resulted in the identification of three registered archaeological sites, listed in **Table 7**. Those within the Study Area boundaries have been **bolded**.

Table 7: Registered Archaeological Sites within 1 kilometre

Borden #	Site Name	Cultural Affiliation	Site Type	Development Status*
AjGv-92	Cooksville	Pre-contact, post-contact	Findspot	No Further Cultural Heritage Value or Interest
AjGv-18	Cherry Hill	Post-contact, Euro-Canadian	Village	Further Cultural Heritage Value or Interest
AjGv-89	Site 1	Post-contact, Euro-Canadian	Farmstead	No Further Cultural Heritage Value or Interest

The Cooksville site (AjGv-92) was first identified during a Stage 1-2 Archaeological Assessment conducted by AMICK in 2019 (AMICK 2020). A total of 91 1 metre test units were excavated, and 657 artifacts were recovered, including one projectile point tip. The pre-contact component of the site was interpreted as a findspot due to the point, and 50% of the Euro-Canadian artifact assemblage represented demolition debris. The site was determined to retain further cultural heritage value or interest, and further Archaeological Assessment was recommended. A subsequent Stage 2 Archaeological Assessment was completed by Archaeological Services Inc. in 2020, in which Archaeological Services Inc. performed a qualitative analysis of the 656 Euro-Canadian artifacts previously analyzed by AMICK; results determined that the deposit is not characteristic of a timespan where 80 percent or more predates 1870. The site was not determined to retain further cultural heritage value or interest and had been sufficiently documented. No further Archaeological Assessment was recommended (Archaeological Services Inc. 2020).

The Cherry Hill site (AjGv-18) was identified in 1971. It was interpreted as a village site and was determined to retain further cultural heritage value or interest. The Archaeological Sites Database refers to a house being preserved by the Peel County Historic Society. In 1822, Joseph and Jane Silverthorn built a house on part of Lot 11, Concession 1 NDS called 'Cherry Hill' in order to accommodate the growth of their family ("Toronto Township, Cemetery no. 23, Dixie Union Cemetery", Ontario Genealogical Society 1997). Further Archaeological Assessment was recommended. No additional site details are available on the Archaeological Sites Database at the time of the production of this report. The latitude and longitude of the site provided in the Archaeological Sites

Database places the site right on the boundaries of the Study Area, within an area of documented previous disturbance.

The Site 1 site (AjGv-89) was identified during a Stage 2 Archaeological Assessment conducted in 2018 by Archaeological Research Associates Ltd. (Archaeological Research Associates 2018b). The site was comprised of a 247 m x 148 metre (Northeast-Southwest) scatter of Euro-Canadian artifacts identified during pedestrian survey within the ploughed field in the northern portion of the application boundary. A total of 541 artifacts and other remains were observed, but only 201 Euro-Canadian artifacts and faunal remains were retained as part of sampling. The site was interpreted as a late 19th to early 20th century Euro-Canadian farmstead site. The site was determined to no longer retain cultural heritage value or interest, and no further Archaeological Assessment was recommended (Archaeological Research Associates 2018b).

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy Act*, 1990. The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to all media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The Ministry of Heritage, Sport, Tourism and Cultural Industries will provide information concerning site location to the party or an agent of the party holding title to a property, or to a licensed archaeologist with relevant cultural resource management interests.

3.2.1 Existing Conditions

The Study Area is comprised of an approximately 7-kilometre-long corridor within the City of Mississauga, beginning at Confederation Parkway in the west to the City of Toronto boundary at the major water course of Etobicoke Creek, for which there are several smaller water crossings and tributaries, including Little Etobicoke Creek and Cooksville Creek, which flows into Lake Ontario.

Land uses and built form vary considerably within the Study Area, including residential and commercial, as well as mixed uses and open green spaces. The road allowance is predominantly characterized by wide road allowances with four to six lanes of vehicular traffic and sidewalks that extend along the majority of the Study Area. Only the historic community of Cooksville is still partially visible as part of the streetscape along Dundas Street, with Dixie and Summerville communities no longer evident.

4. Stage 1 Property Inspection

In order to gain first-hand knowledge to evaluate if modern disturbance may have occurred and to confirm whether or not features of archaeological potential perhaps not visible on mapping were present within the Study Area, AECOM conducted a Stage 1 field review on March 31, April 1, and April 15, 2021, under PIF P438-239-2021 issued to licensed archaeologist Samantha Markham (P438), with Joshua Keddy, MA (P484) acting as field director. The field review was carried out as outlined in Section 1.2 of *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Weather conditions during this time were cloudy, with an average temperature of 10° Celsius. Visibility was not impaired at any time.

The Study Area was photo-documented from publicly accessible lands as permission to enter was not pursued; the ability to assess potential of archaeological resources or potential for human remains within the cemeteries was not impacted. The inspection was completed through both random spot checking and investigation of features of archaeological potential to examine areas accessible from the ROW. **Table 8** contains the inventory of the documentary record from the Stage 1 field review.

Table 8: Inventory of Documentary Record

Document Type	Quantity	Location	Additional Comments
Field Notes	~ 2 pages	AECOM London Office	In original field folder and stored digitally in project file
Hand Drawn Maps	0	AECOM London Office	In original field folder and stored digitally in project file
Proponent Maps	0	AECOM London Office	Hard copy and digital copy in project file
Digital Photographs	100	AECOM London Office	Stored digitally in project file

5. Analysis and Conclusions

5.1 Determination of Archaeological Potential

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Criteria commonly used by the Ministry of Heritage, Sport, Tourism and Culture Industries to determine areas of archaeological potential are listed in Section 1.3.1 of *Standards and Guidelines for Consultant Archaeologists* (Ontario Government 2011). Distance to modern or ancient water sources is generally accepted as the most important element for past human settlement patterns and when considered alone may result in a determination of archaeological potential. In addition, any combination of two or more of the listed criteria indicates archaeological potential.

Based on a review of the historical, environmental, and archaeological context of the Study Area, it has been determined that potential for the recovery of pre- and post-contact Indigenous and 19th century Euro-Canadian archaeological resources within the Study Area is high based on the presence of the following features:

- Proximity to three previously identified archaeological sites;
- Distance to various types of water sources (Etobicoke Creek and tributaries);
- Soil texture and drainage (Iroquois Plain physiographic region);
- Glacial geomorphology, elevated topography and the general topographic variability of the area (Lake Iroquois shoreline);
- Resource areas including food or medicinal plants, scarce raw materials and early Euro-Canadian industry;
- Areas of early Euro-Canadian settlement and early transportation routes (Governor's Road/Dundas Street, former Credit Valley Railway);
- Properties listed on municipal register of properties designated under the *Ontario Heritage Act* (Government of Ontario 1990b) (refer to **Table 6**); and
- Historic landmarks or sites (three cemeteries within Study Area boundaries; Cultural Heritage Landscapes).

Certain features indicate that archaeological potential has been removed, such as land that has been subject to extensive and intensive deep land alterations that have severely damaged the integrity of any archaeological resources. This includes landscaping that involves grading below the topsoil level, building footprints, quarrying and sewage and infrastructure development (Ontario Government 2011). Areas where archaeological potential has been removed within the Study Area include 20th century subdivision and

commercial developments as well as road construction and infrastructure within the Dundas Street right-of-way. Additionally, several previous Archaeological Assessments have cleared various properties of archaeological concerns.

A review of the historical mapping from 1800, 1861 and 1877 as well as the 1910 fire insurance plan of Cooksville, and aerial photos ranging from 1955 to 2010 indicates that the area was settled and urbanized very quickly, with alterations to the Dundas Street right-of-way occurring between 1950's and 1980's with instances of significant infilling (**Figure 6 to Figure 12**). **Figure 13** depicts the locations of the historic shoreline of Lake Iroquois that has been heavily urbanized.

The City of Mississauga's Official Plan identified the presence of cultural heritage resources, including built heritage resources and cultural heritage landscapes. This indicates elevated potential for the presence of 19th century archaeological resources within the Study Area boundaries. This determination is also supported by the historic land use and settlement in the area as evidenced by 1861 and 1870 historic mapping. A number of historic features are illustrated on **Figures 6 to 8**. However, extensive and intensive modern disturbance associated with the Dundas Street right-of-way upgrades, commercial and residential development, and infrastructure improvements will have significantly impacted the potential for the survival of any deposits or features of archaeological potential.

5.2 Cemetery Analysis

Dixie Union Cemetery, St. John's Dixie Cemetery & Crematorium, and the remains of the Dundas-Dixie Cemetery are all located within the Study Area boundaries.

Background research and property inspection has confirmed that the historic boundaries of the Dixie Union Cemetery are determined and intact. Based on the background information, historic mapping, and consultation with the cemetery operator, as outlined in **Section 3.1.1**, there is low potential for unmarked graves to exist beyond the known cemetery property limits within the Study Area. Based on the fact that Dundas Street precedes the establishment of Dixie Union Cemetery, it is unlikely for unmarked burials to exist outside of the fenceline, it is reasonable to believe that the fenceline represents the cemetery limits (**Figure 3, Supplementary Documentation**). It has also been determined that all expansion of the cemetery has occurred to the north with the expansion of the St. John's Dixie Cemetery and any unmarked graves are unlikely to exist within the Dundas Street right-of-way (Rick Whittingstall pers. comm., 2022). Additionally, there is a large retaining wall to the west along the Cawthra Road underpass that is not anticipated to be impacted by the Project.

The existence of the Dundas-Dixie Cemetery is largely unknown, and it is unclear if any grave shafts exist below the current commercial structures on the property, as the current structure does not have a basement and the level of property disturbance has not been clearly defined beyond typical building construction (Steven Gottdank pers. comm. 2022). In addition, the demolition of the original St. Patrick's Roman Catholic Church on the property in 1974 would have also resulted in some disturbance on the property prior to the construction of the new building. However, community stakeholders and researchers have identified potential for human remains to exist on the property, as the site has been associated with a Roman Catholic church (**Section 3.1.1** of this report). It is not clear if any burials were made in this area, but stakeholder reference to the possibility of graves being present, in addition to the cross visible on the 1877 mapping, suggests there is a possibility of graves being present behind (south) or beside (west) of the church, which would be under the current commercial structures on the property, not within the parking lot (Mr. Wilkinson pers. comm. 2022). Burials would be limited to the south and west portions of the property because the existing church structure is known to have stood on the southwest corner of Dixie Road and Dundas Street (Mann 1999; see **Figure 12-1-2** for church location). However, given that there is no documentary evidence to prove this, a cemetery investigation should be undertaken to confirm disturbance on this property.

5.3 Conclusions

AECOM's Stage 1 Archaeological Assessment of the Dundas Bus Rapid Transit Mississauga East Project Study Area has determined that the potential for the recovery of Indigenous and Euro-Canadian archaeological resources is high within areas not subject to previous disturbance. Areas where archaeological potential has been removed includes areas that have been subject to extensive land alterations that have significantly compromised the recovery of archaeological materials such as constructed roadways and buildings. Stage 2 Archaeological Assessment is recommended for all areas identified as retaining archaeological potential. Based on background research no further archaeological work is required outside the fenceline adjacent to Dixie Union Cemetery/St. John's Dixie Cemetery & Crematorium as the fenceline represents the legal limit of the property and it has been determined that there is low potential to encounter human burials beyond this area within the subject property. Further archaeological work will be required to determine the level of disturbance present and the presence/absence of human burials associated with this cemetery on the property where the Dundas-Dixie Cemetery could be present if this area will be impacted by the project (see **Section 5.2** of this report for analysis). This conclusion is based on a review of previous Archaeological Assessments, extensive background research of the cemeteries, consultation with cemetery operators and public stakeholders, the field review completed

by AECOM, and professional judgement. Areas identified as retaining archaeological potential must be subject to Stage 2 Archaeological Assessment.

6. Recommendations

The Stage 1 Archaeological Assessment resulted in the finding that there is high potential for pre- and post-contact Indigenous and 19th century Euro-Canadian archaeological resources and human burials to be present within the Study Area. Based on the results of background studies and a review of the City of Mississauga Official Plan, it has been determined that archaeological potential still exists within some small portions of the Study Area. **In light of these results, prior to any ground disturbing activities, a Stage 2 Archaeological Assessment is recommended for all land identified as retaining archaeological potential (Figure 18).**

The Stage 2 Archaeological Assessment for areas retaining archaeological potential must be conducted by a licensed archaeologist and must follow the requirements set out in *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario, 2011), including:

- The standard test pit survey method at 5 m intervals is to be conducted in all areas that will be impacted by the project where ploughing is not feasible (e.g., woodlots, overgrown areas, manicured lawns); and
- Poorly drained areas, areas of steep slope, and areas of confirmed previous disturbance (e.g., building footprints, roadways, areas with identifiable underground infrastructure) identified during the Stage 2 assessment are to be mapped and photo-documented to confirm disturbance. but are not recommended for Stage 2 survey as they possess low to no archaeological potential (Section 2.1, Standard 2a and 2b).

There is one registered archaeological site located within the current Study Area boundaries, the Cherry Hill site (AjGv-18), that has been recommended for further work. However, the latitude and longitude of the site provided in the Archaeological Sites Database places the site right on the boundaries of the current Study Area, within an area of documented previous extensive disturbance (**Figure 2, Supplementary Documentation**). Once the land to be impacted by infrastructure improvements has been identified, should proposed construction activities impact any of the archaeological sites within an area that has not been subject to extensive disturbance, further Archaeological Assessment must be completed prior to ground disturbing activities.

Given the sparse details provided in the Archaeological Sites Database, it is not clear from the previous Archaeological Assessment what further work is required or whether there is potential for deeply buried remains. Therefore, the Stage 2 Archaeological

Assessment requirements will be applied in the area to determine the level of disturbance present (**Figure 18**). The Stage 2 must follow the requirements set out in *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario, 2011) as outlined above. If an undisturbed area in the vicinity of the coordinates provided in the Archaeological Sites Database is found and determined to be impacted by the Project, further archaeological work will be required in an attempt to relocate the site and assess for the potential of deeply buried remains is required.

Special consideration must be made for the cemeteries located within the Study Area: Dixie Union Cemetery, St. John's Dixie Cemetery & Crematorium, and the remains of the Dundas-Dixie Cemetery (CHL 4).

Dixie Union Cemetery and St. John's Dixie Cemetery & Crematorium

Based on the background research and the plot mapping illustrating where the burials are located in relation to the fence line, it is reasonable to believe that the fenceline represents the cemetery limits and, in addition to conversations with the cemetery operator, it has been determined that there is no potential for unmarked burials associated with the Dixie Union Cemetery to be located outside the current fenceline (**Figure 3, Supplementary Documentation**). It has also been determined that all expansion of the cemetery has occurred to the north with the expansion of the St. John's Dixie Cemetery and any unmarked graves are unlikely to exist within the Dundas Street right-of-way. Additionally, there is a large, modern concrete retaining wall to the west along the Cawthra Road underpass that is not anticipated to be impacted by the Project. As a result, no further Archaeological Assessment is required within the Dundas Street or Cawthra Road rights-of-way as part of this Project. While there are currently no plans to impact the cemetery lands, if during detail design changes to include impacts by the Project, or any future impacts proposed within the fenced limits of the cemetery property, further Stage 1 Archaeological assessment will be required to determine the potential to impact unmarked burials. Arrangements must be made with the cemetery owner/operator, the Bereavement Authority of Ontario and the Ministry of Heritage, Sport, Tourism and Culture Industries prior to any ground disturbing activities to determine an appropriate strategy for Stage 2 and 3 field methods within the fenced limits of this cemetery to ensure provisions under the Funeral, Burial, Cremations Services Act (Ontario Government 2002) are addressed. Any invasive Stage 2-4 archaeological fieldwork within the cemetery limits will also require a Cemetery Investigation Authorization from the Bereavement Authority of Ontario.

Dundas-Dixie Cemetery

The existence of the Dundas-Dixie Cemetery is largely unknown, and it is unclear if any grave shafts exist below the current commercial structures on the property. It is also

unlikely that any intact archaeological resources exist beneath the land alterations along Dundas Street adjacent to the property. Therefore, because the cemetery is illustrated on historic mapping, and any relating documentation may have been destroyed, it is recommended that should any development impacts to the property outside of the Dundas Street right-of-way be proposed, additional Stage 2 and Stage 3 cemetery investigation is required to confirm the level of disturbance, following Section 2.1.7 and 3.3.3 of *Standards and Guidelines for Consultant Archaeologists*, and will include:

- Prior to construction activities, mechanical removal will include removal areas consisting of hard surfaces (i.e., concrete, asphalt), and areas of overburden or fill on the property outside of the Dundas Street right-of-way, where impacts are proposed (**Figure 18-2**).
- Mechanical removal must extend to a depth where it is possible to determine if any intact subsoil remains and must occur under the supervision of a licensed archaeologist;
- Mechanical excavations using a backhoe with a straight-edged ditching bucket must take place where topsoil is present within the planned development area for the assessment of any areas of archaeological potential;
- Upon completion of hard surface/fill/overburden and topsoil removal, the area must be inspected and assessed by a licensed archaeologist for evidence of potential grave shafts. Mechanical removal must be extended a minimum of 10 metres beyond any exposed cultural features/potential grave shafts, or less if this will measure beyond the project limits or if areas of low potential for unmarked burials are encountered (e.g., areas of deep and extensive disturbance);
- If any archeological sites including cultural features are encountered, they must undergo assessment and documentation according to the 2011 *Standards and Guidelines*.
- If human remains are encountered during construction, work must cease immediately, the police or Regional Coroner should be contacted, as well as the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer Services, the Bereavement Authority of Ontario, and the Ministry of Heritage, Sport, Tourism and Culture Industries. If the remains are not determined to be of forensic interest, a Burials Site Investigation under the Funeral, Burial and Cremation Services Act, 2002 may be ordered;

- Given that the Bereavement Authority of Ontario is unaware of the possibility of a cemetery in this location, and it is not a formal licensed cemetery, a Cemetery Investigation Authorization may not be required. Consultation with the Ministry of Heritage, Sport, Tourism and Culture Industries and the Bereavement Authority of Ontario should occur prior to any ground disturbance;
- A Stage 3 Cemetery Investigation report must be completed detailing the results of the investigation for each cemetery and submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for review and acceptance into the Ontario Public Register of Archaeological Reports.

The current Study Area also crosses a number of 19th century settlement areas, including Summerville, Sydenham (later Dixie), and Cooksville. Based on our detailed map and background review, we have not identified any areas where deeply buried potential remains. However, there is a possibility that structural remains could exist beneath the surface. Therefore, during construction, if historic structural remains are uncovered, a licensed archaeologist should be contacted to examine the find and determine if any documentation is required prior to its removal.

It is pertinent to note that the Mississauga East Study Area evaluated in this report includes additional land that may not be impacted by the Project. A large area was assessed as part of this Stage 1 Archaeological Assessment in order to accommodate areas of possible infrastructure improvements. As such, once detail design is complete and the scope of construction activities has been determined, only those areas of archaeological potential that will be affected by this project will require Stage 2 Archaeological Assessment.

Should Indigenous Nations express interest in participating in the Stage 2 Archaeological Assessment as part of the Dundas Bus Rapid Transit Project, an invitation should be extended by the proponent for representatives of the Indigenous Nations to join the archaeological team during fieldwork. Additionally, the Stage 2 report should be made available to the Indigenous Nations for review prior to submission of the report to the Ministry of Heritage, Sport, Tourism and Culture Industries. Further, as unmarked Indigenous burials have been referenced in previous historical records (Ontario Genealogical Society 1997), local Indigenous Nations should be engaged in any impacts within the boundaries of the Dixie Union Cemetery/St. John's Dixie Cemetery & Crematorium.

Should additional land outside of the Study Area boundaries be included as part of the Dundas Bus Rapid Transit Project, the standard requirements for Archaeological Assessments to be conducted prior to land disturbance remain in place.

The Ministry of Heritage, Sport, Tourism and Culture Industries is asked to accept this report into the Ontario Public Register of Archaeological Reports thereby concurring with the recommendations presented herein. As further Archaeological Assessment is required, archaeological concerns for the Dundas Bus Rapid Transit Mississauga East Project in the City of Mississauga, Ontario have not been fully addressed.

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8. Images

Photo 1: Area adjacent to Etobicoke Creek requiring Stage 2 survey, facing north (March 31, 2021)



Photo 2: Area adjacent to Etobicoke Creek, requiring Stage 2 survey, facing north (April 15, 2021)



Photo 3: East bank of Etobicoke Creek, steeply sloped, facing north (April 15, 2021)

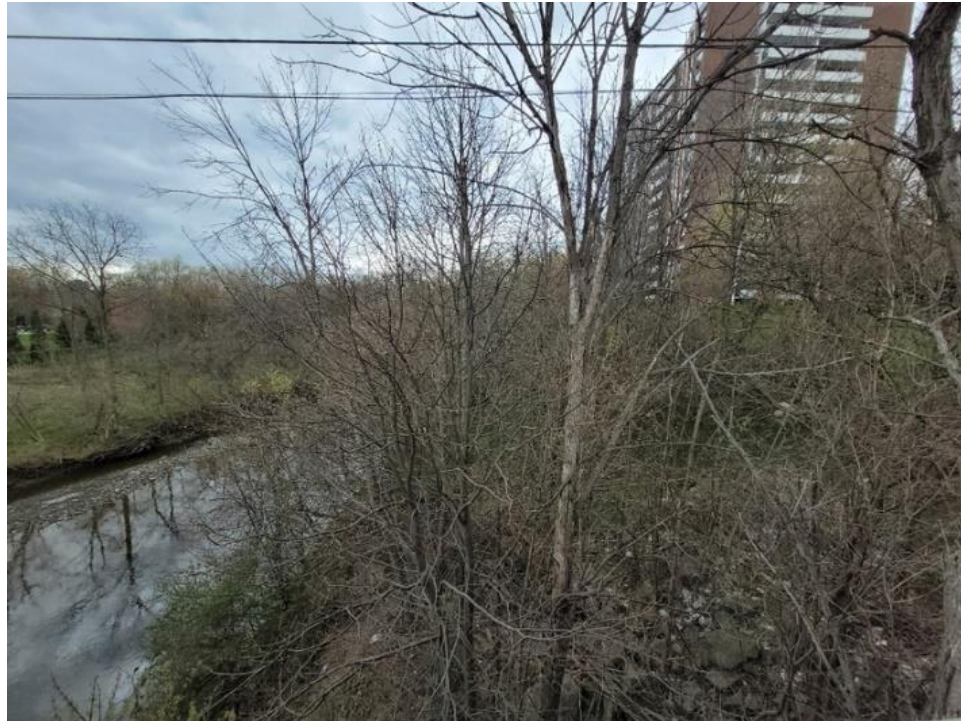


Photo 4: Typical area requiring Stage 2 Assessment, facing south (March 31, 2021)



Photo 5: Existing conditions within the Dundas Street ROW, note utilities and land alterations as a result of modern development, facing west (March 31, 2021)



Photo 6: Typical ditch disturbance in ROW, Stage 2 survey required to the south, facing east (April 15, 2021)



Photo 7: Typical ROW disturbance, sewer and power utilities, facing east (March 31, 2021)



Photo 8: Typical ROW disturbance, modern development and grading, facing northwest (March 31, 2021)



Photo 9: Typical ROW disturbance, modern development and utilities, facing east (March 31, 2021)



Photo 10: Typical commercial development adjacent to ROW, facing east (March 31, 2021)



Photo 11: Overview of existing conditions of the Dundas Street ROW, facing west (March 31, 2021)



Photo 12: Conditions around Little Etobicoke Creek, banks heavily sloped and reinforced to prevent erosion, facing north (March 31, 2021)



Photo 13: Conditions around Little Etobicoke Creek, banks heavily sloped and reinforced to prevent erosion, facing south (April 15, 2021)



Photo 14: Area adjacent to Little Etobicoke Creek requiring Stage 2 survey, facing south (April 15, 2021)



Photo 15: Typical ROW conditions south of Dundas Street, note utilities and grading, facing west (April 15, 2021)



Photo 16: Typical ROW conditions with commercial development, facing east (March 31, 2021)



Photo 17: Typical major intersection at Dixie Road and Dundas Street, facing southwest (March 31, 2021)



Photo 18: CHL 4, remains of Dundas-Dixie Cemetery (June 10, 2021)



Photo 19: Grading towards ROW, green space requiring Stage 2, facing east (March 31, 2021)



Photo 20: Disturbance adjacent to the ROW, grading and sewer infrastructure, facing east (March 31, 2021)



Photo 21: Typical disturbance adjacent to ROW, utilities, grading and commercial development, facing east (March 31, 2021)



Photo 22: Typical ROW disturbance, utilities and grading, facing east (March 31, 2021)



Photo 23: Typical disturbance from demolition, buildings visible on 1992 aerial imagery that have been removed, facing southwest (March 31, 2021)



Photo 24: Typical ROW disturbance and steep slope grading for Dundas Street, note lawn may retain some potential beyond disturbance, facing east (March 31, 2021)



Photo 25: Typical area requiring Stage 2 survey, facing north (March 31, 2021)



Photo 26: Typical ROW disturbance and commercial development, facing west (March 31, 2021)



Photo 27: Modern disturbance and ditching, facing northwest (March 31, 2021)



Photo 28: Area adjacent to St. John's Dixie Cemetery, Stage 2 survey required, facing northwest (March 31, 2021)



Photo 29: St. John's Dixie Cemetery and Crematorium parking lot, facing west (March 31, 2021)



Photo 30: Front of St. John's Dixie Cemetery and Crematorium, facing northeast (March 31, 2021)



Photo 31: Dixie Union Chapel and grounds, facing northwest (March 31, 2021)



Photo 32: Dixie Union Chapel and grounds, facing northeast (March 31, 2021)



Photo 33: Typical overpass conditions, facing north (March 31, 2021)



Photo 34: Steep slope for overpass, note utilities at bottom of slope, facing southwest (March 31, 2021)



Photo 35: Steep slope for overpass, note utilities and residential area, facing east (March 31, 2021)



Photo 36: Steeply sloped for overpass construction, facing east (April 15, 2021)



Photo 37: Rail line under Dundas Street, facing east (April 1, 2021)



Photo 38: Typical ROW and commercial development, facing northwest (April 1, 2021)



Photo 39: Park requiring further Stage 2 survey, facing west (April 1, 2021)



Photo 40: Typical construction disturbance, excavated approximately 5 metres down, facing southeast (April 15, 2021)



Photo 41: Cooksville Creek retaining walls, heavily channelized, facing south (April 15, 2021)



Photo 42: Typical construction disturbance along ROW, facing west (April 15, 2021)



Photo 43: Typical streetscape at Dundas Street and Hurontario Street, facing west (April 1, 2021)



Photo 44: Historic plaque – Cooksville, facing north (April 1, 2021)

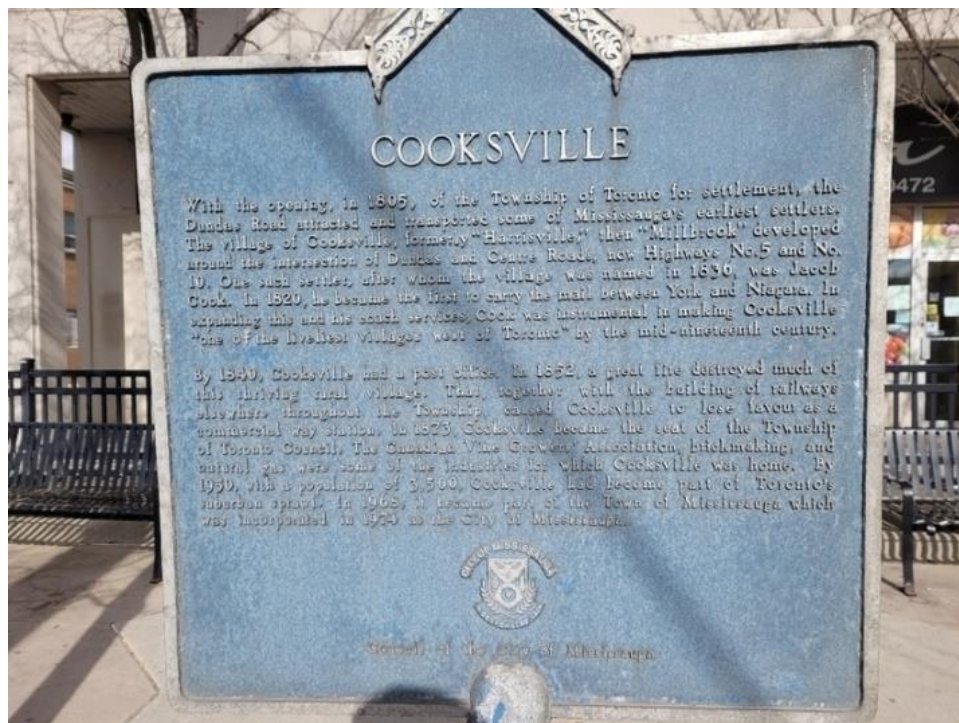


Photo 45: Green space requiring Stage 2 survey, facing east (April 1, 2021)

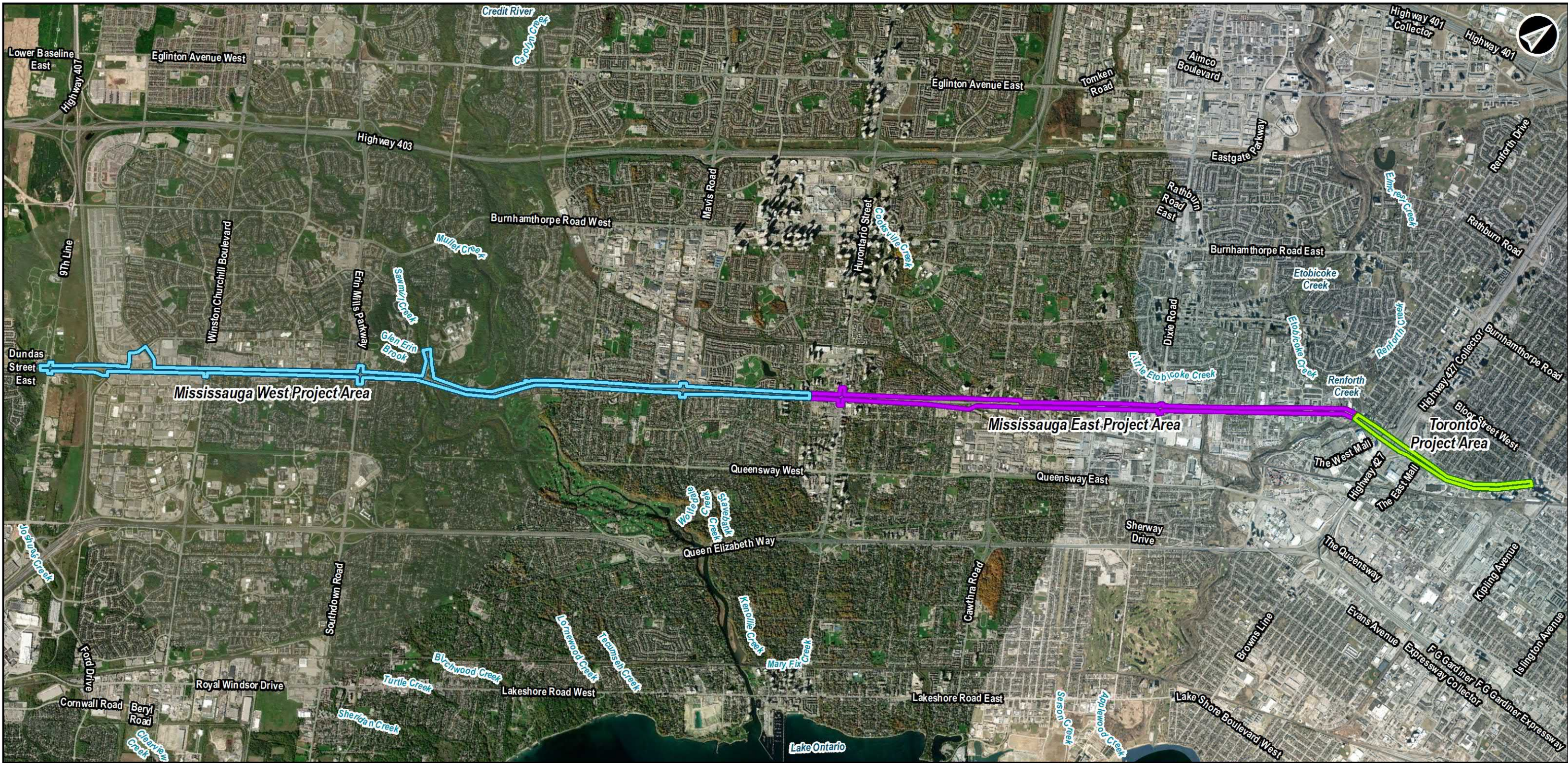


Photo 46: Typical ROW disturbance, facing west (April 1, 2021)



9. Figures

All figures pertaining to the Stage 1 Archaeological Assessment Report for the Dundas Street Bus Rapid Transit Mississauga East Project Study Area are provided in the following pages.



Legend

- Dundas Bus Rapid Transit Mississauga West Project Area
- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Toronto Project Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit
Mississauga East Project, Multiple Lots and Concessions, Geographic
Townships of Trafalgar and Toronto, Former Halton and Peel Counties,
Now City of Mississauga, Regional Municipality of Peel, Ontario

Dundas Bus Rapid Transit Project Area

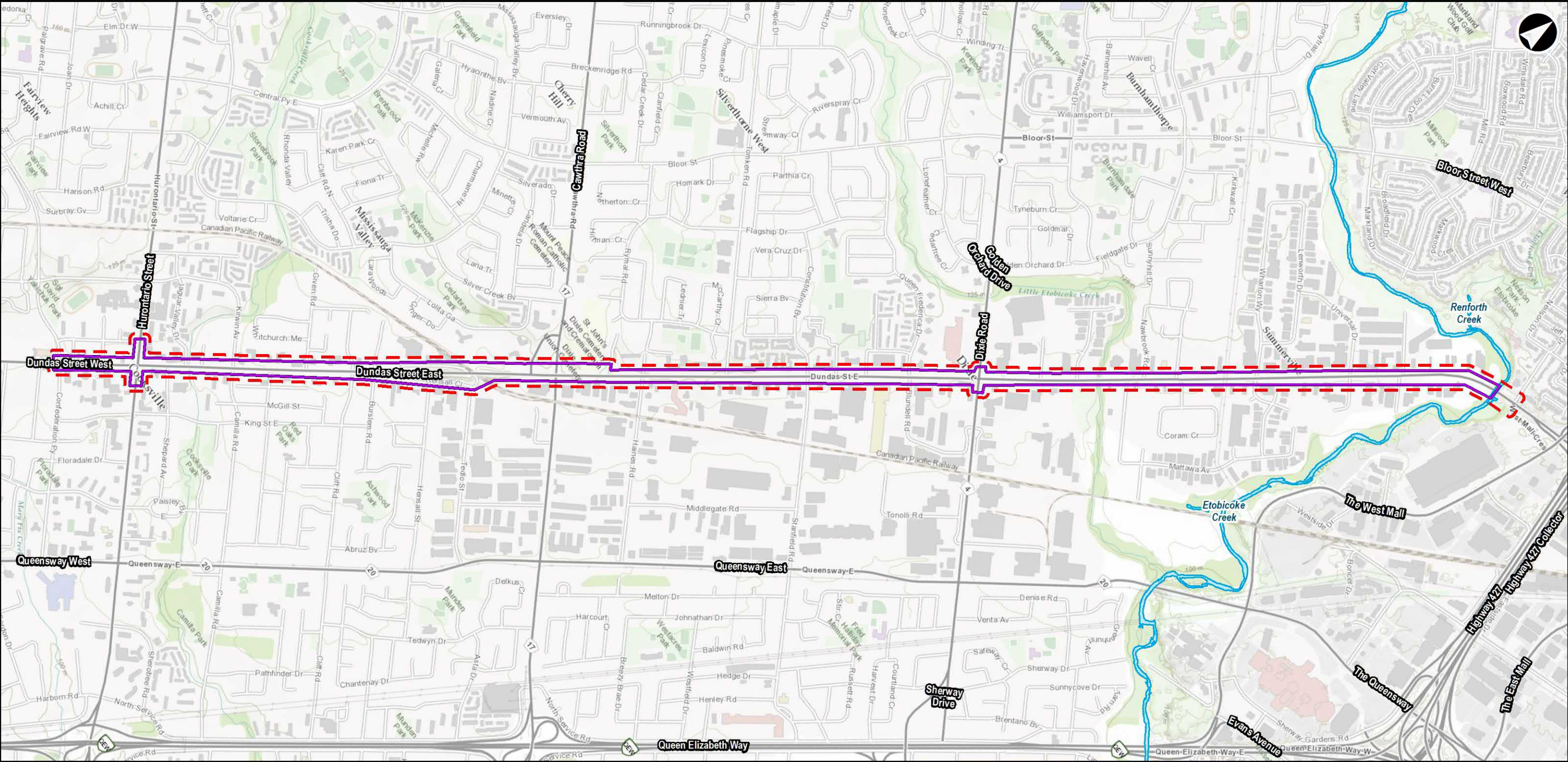
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Kilometres

DATUM: NAD 1983 CSRS MTM 10

Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto,
City of Mississauga and Town of Oakville.
Keymap provided by ESRI.

METROLINX	AECOM
Feb, 2022	1:50,000
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Figure 1



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Location of the Study Area

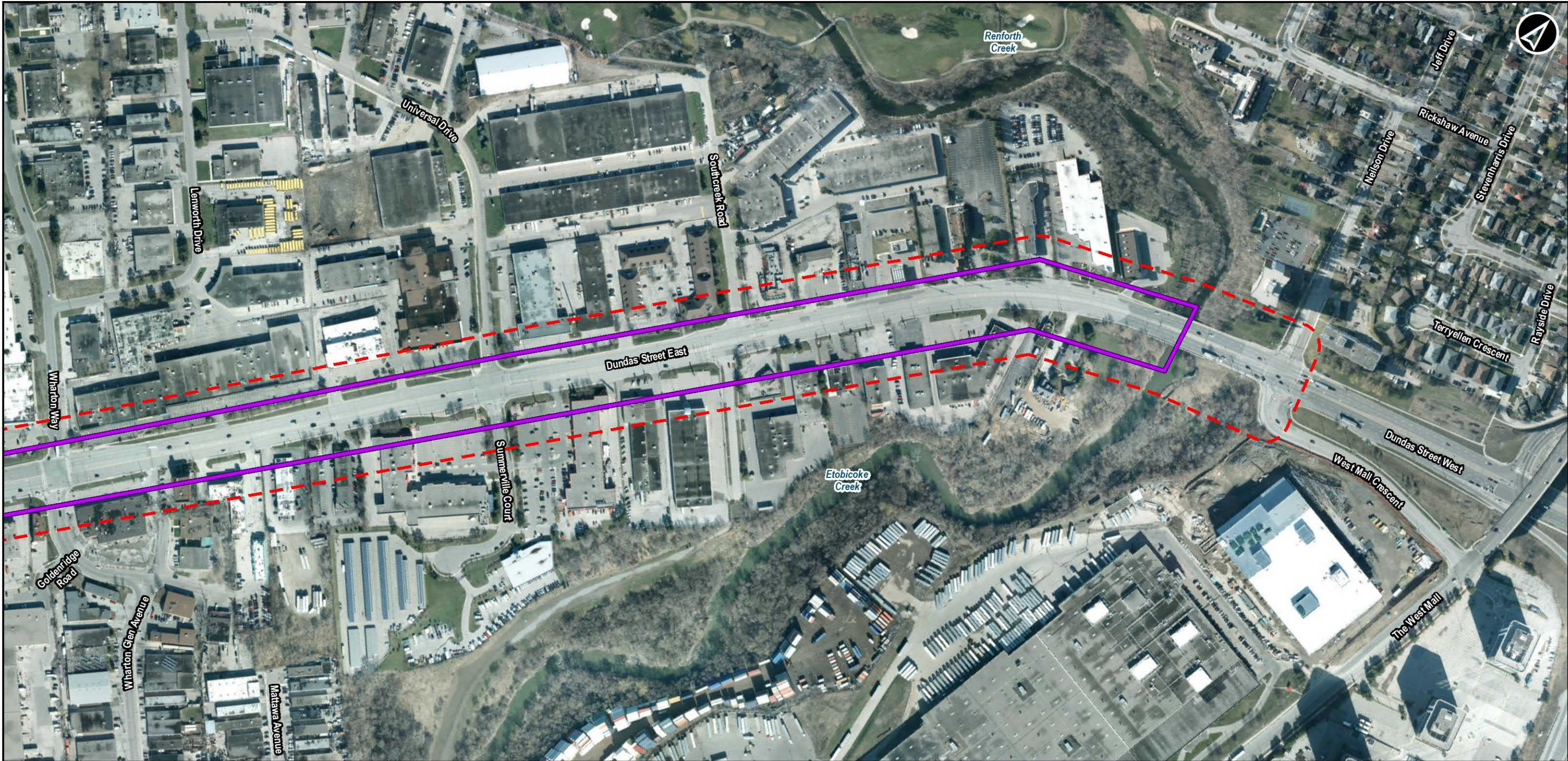
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DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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Keymap provided by ESRI.

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Figure 2



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

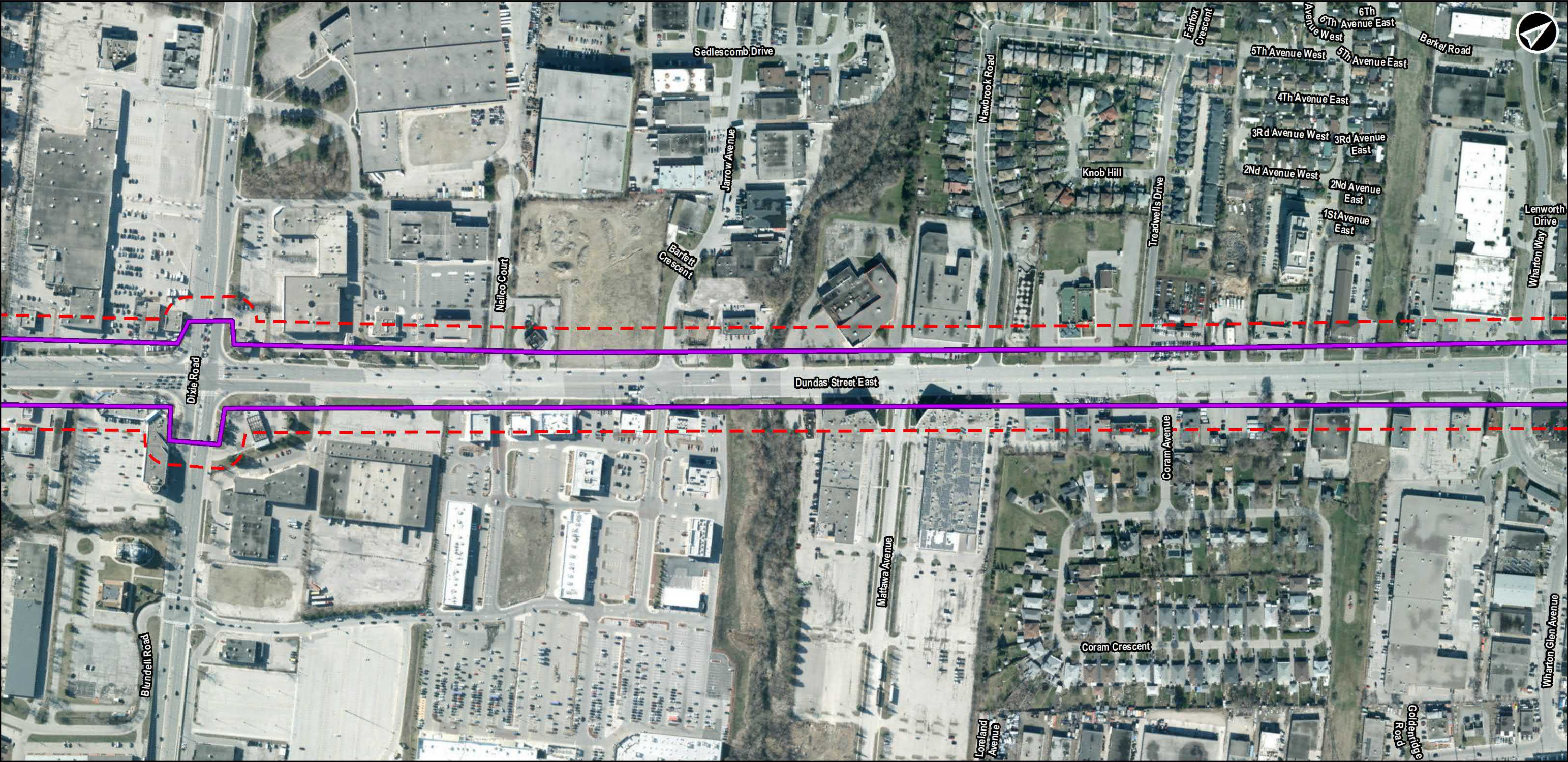
Study Area in Detail

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Data Sources:
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Figure 3-1



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

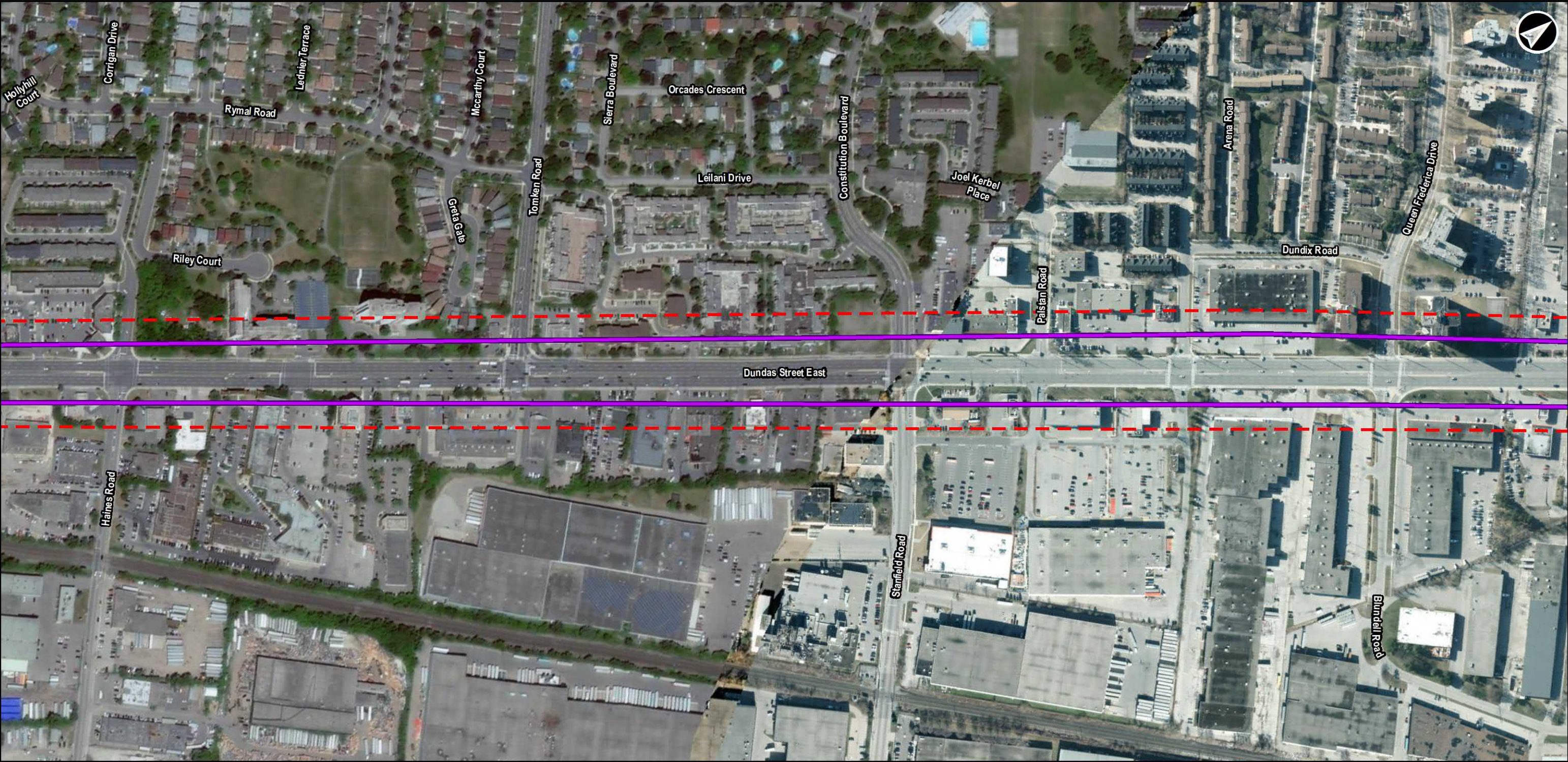
Study Area in Detail

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DATUM: NAD 1983 UTM Zone 17N

Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto, City of Mississauga and Town of Oakville.
Keymap provided by ESRI.

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Figure 3-2



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

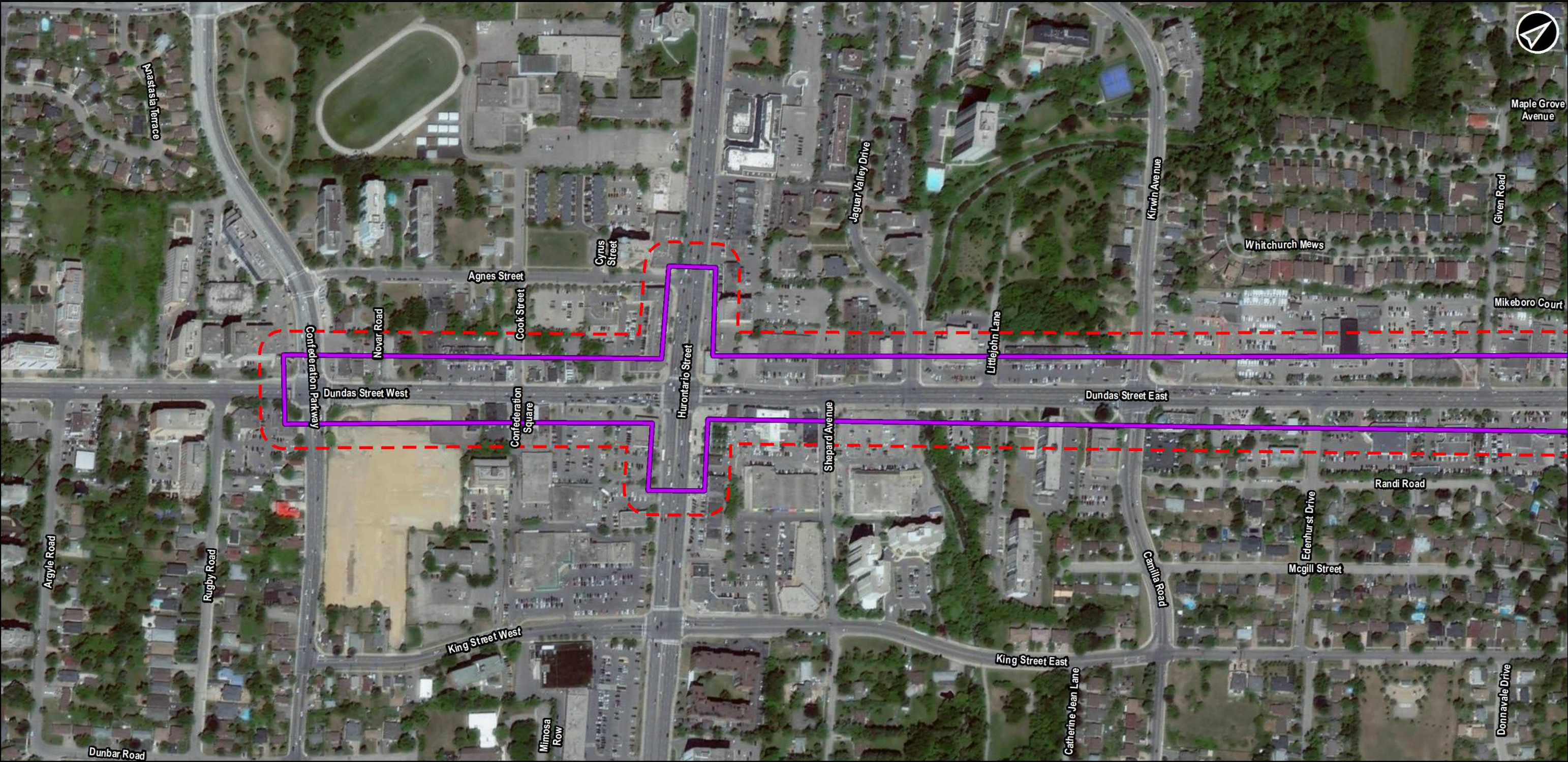
Study Area in Detail

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DATUM: NAD 1983 UTM Zone 17N

Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto, City of Mississauga and Town of Oakville.
Keymap provided by ESRI.

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Figure 3-3



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Study Area in Detail

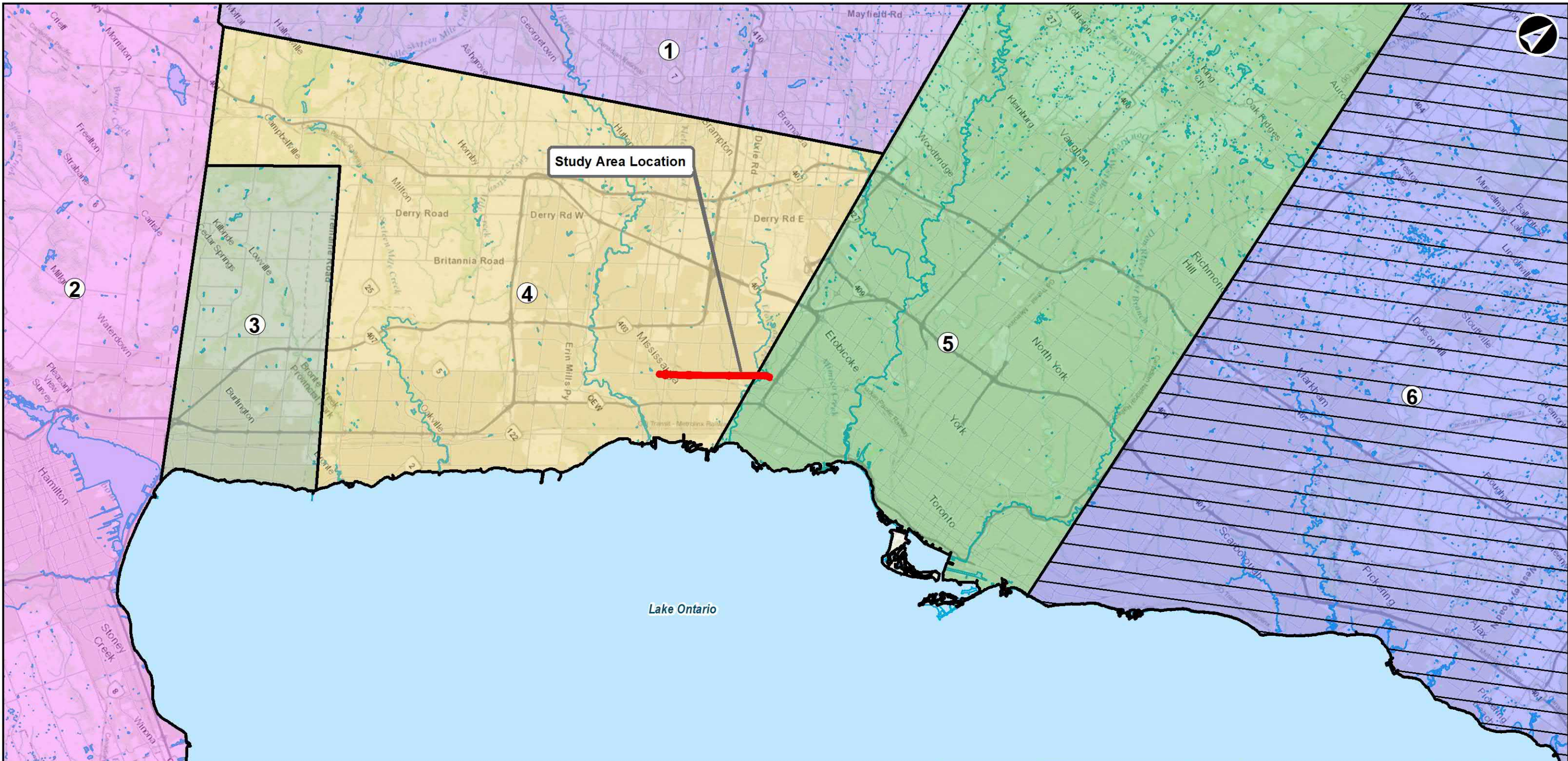
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Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto, City of Mississauga and Town of Oakville.
Keymap provided by ESRI.

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Figure 3-5



Legend

Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area

Treaties

1. Ajetance Purchase, Treaty 19, October 28, 1818

2. Between the Lakes Purchase, Treaty 3, December 2, 1792

3. Brant Tract, Treaty 3 3/4, October 24, 1795

4. Head of the Lake Purchase, Treaty 13A, August 2, 1805

5. Toronto Purchase, Treaty 13, August 1, 1805

6. Johnson-Butler Purchase, Signed 1787-1788

Williams Treaties, Signed: October 31, 1923 and November 15, 1923

Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Treaties and Purchases: Ontario Treaties Map – Toronto Purchase (Treaty No. 13)

0 1 2 4 6 8 10 12 14

Kilometres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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Keymap provided by ESRI.

METROLINX

Feb, 2022

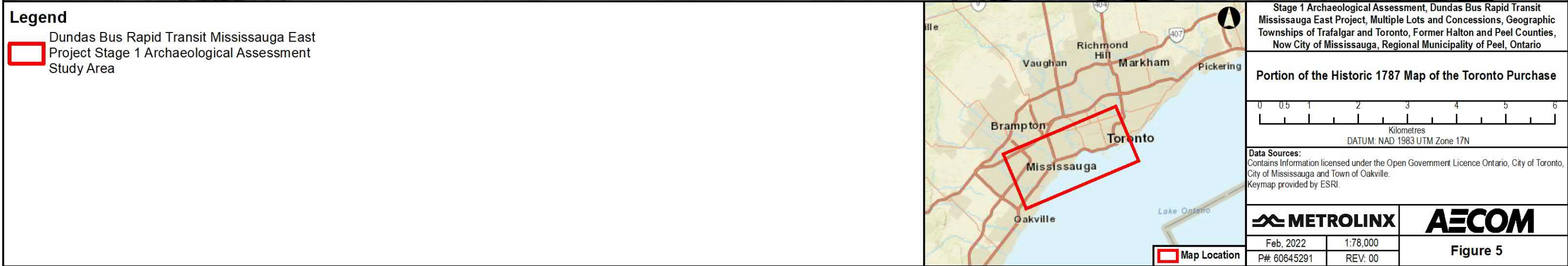
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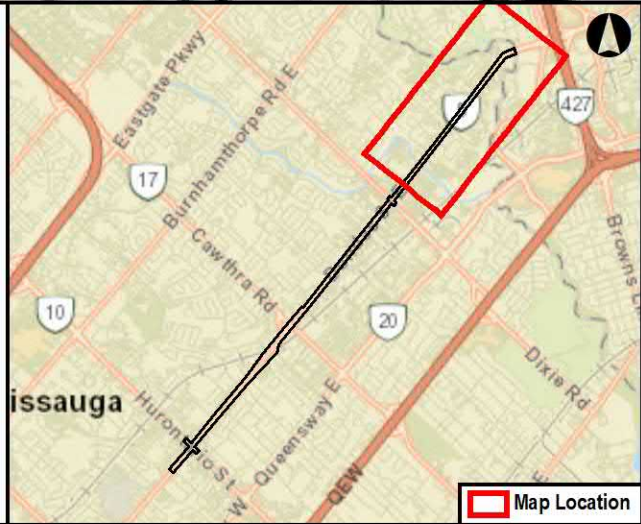
Figure 4





Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

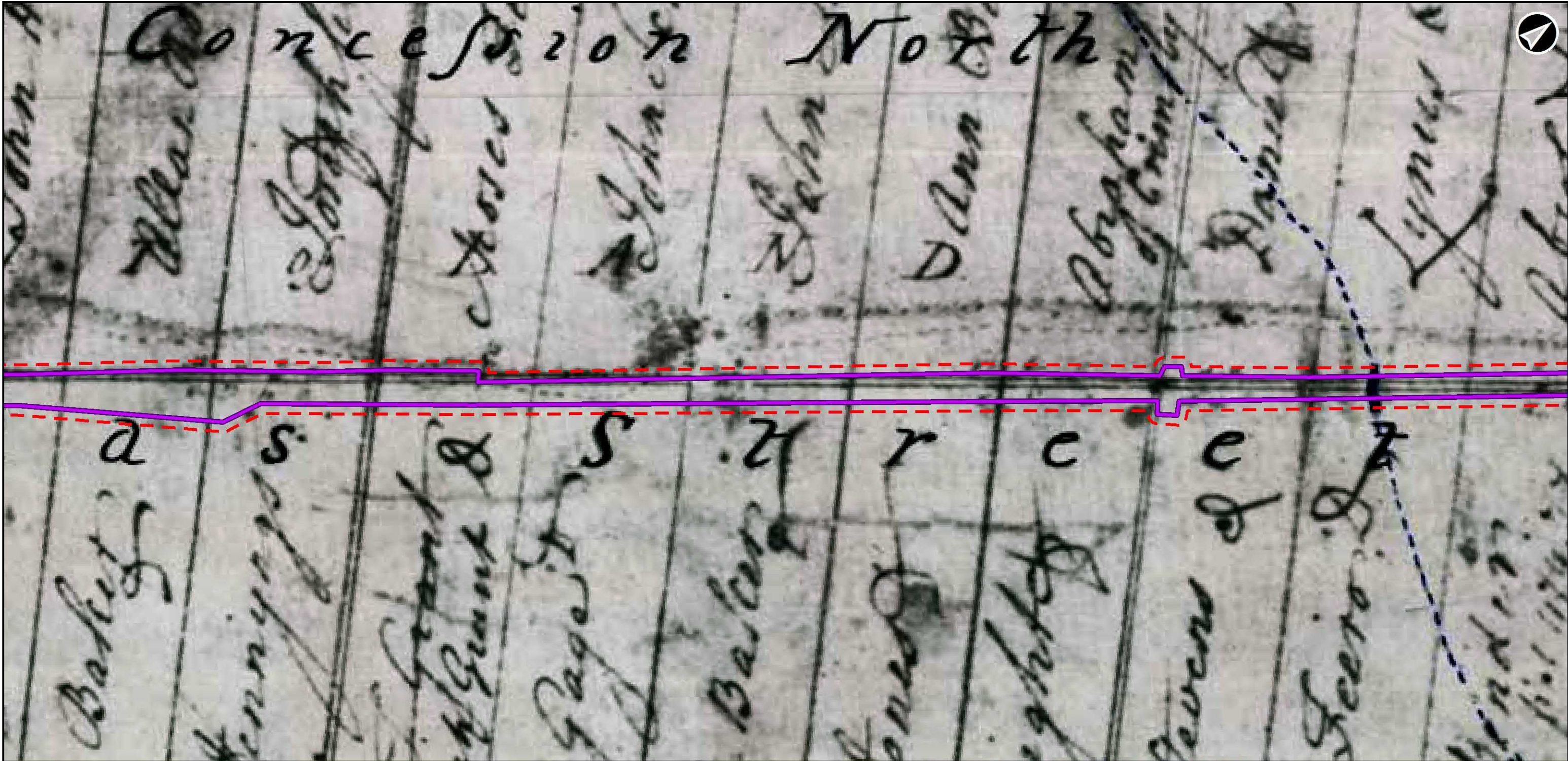
Etobicoke Township Patent Plan, 1800

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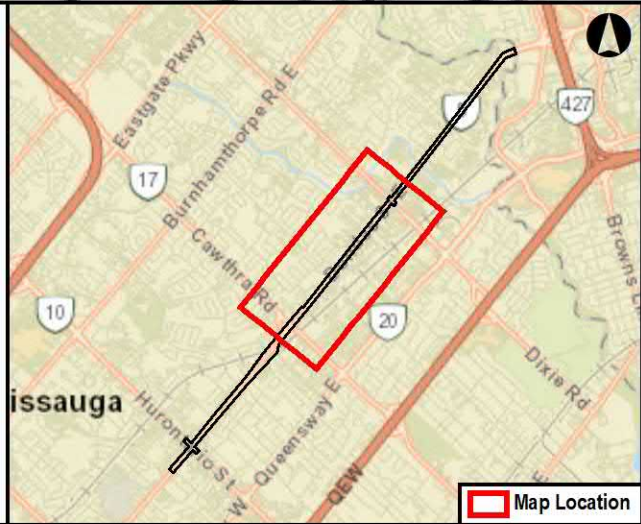
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Figure 6-1



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

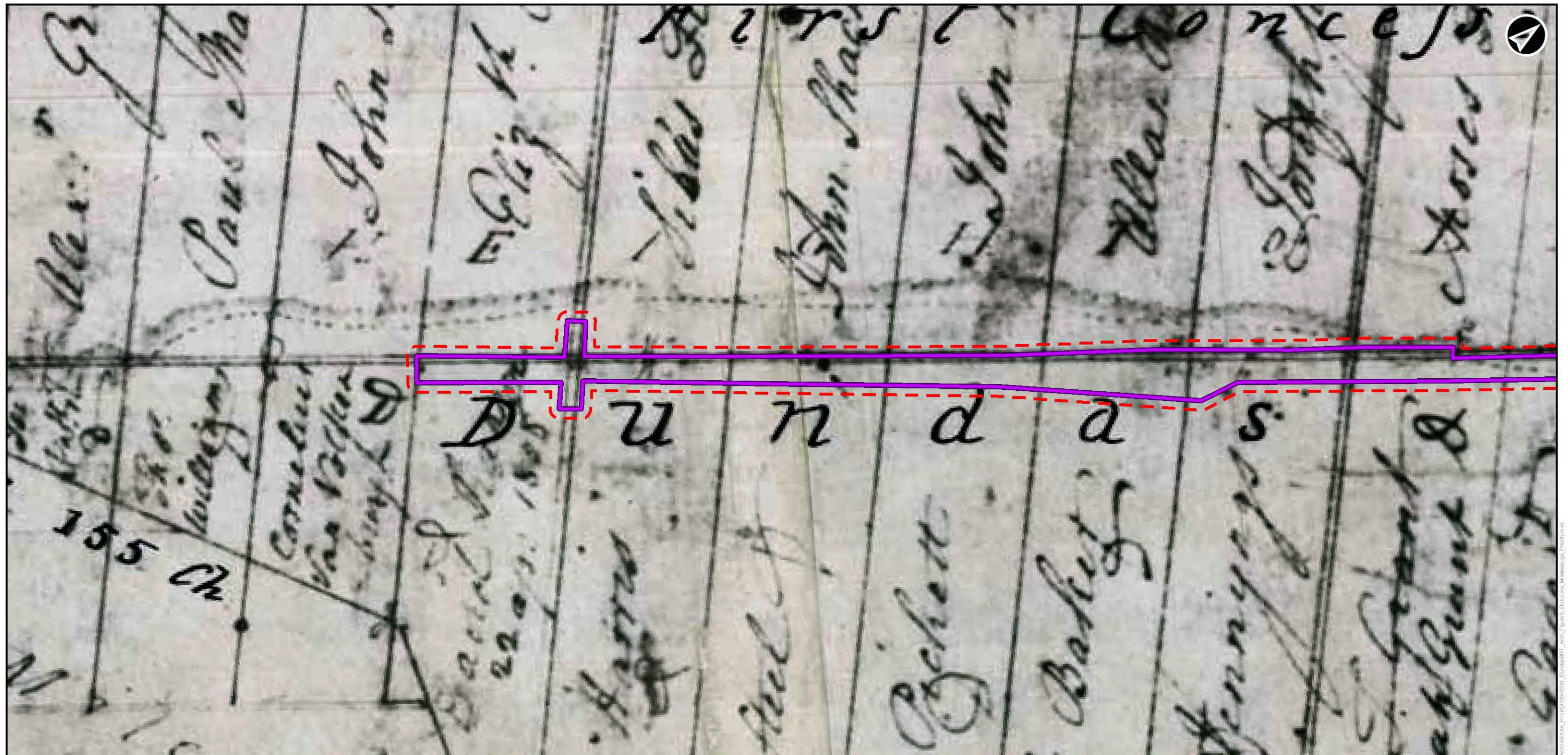
Etobicoke Township Patent Plan, 1800

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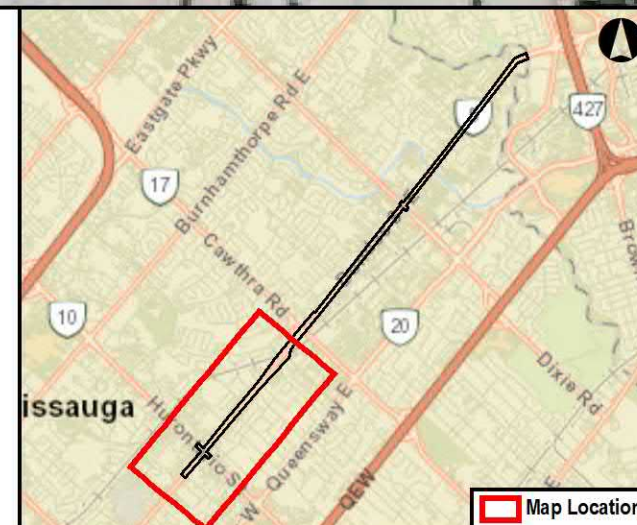
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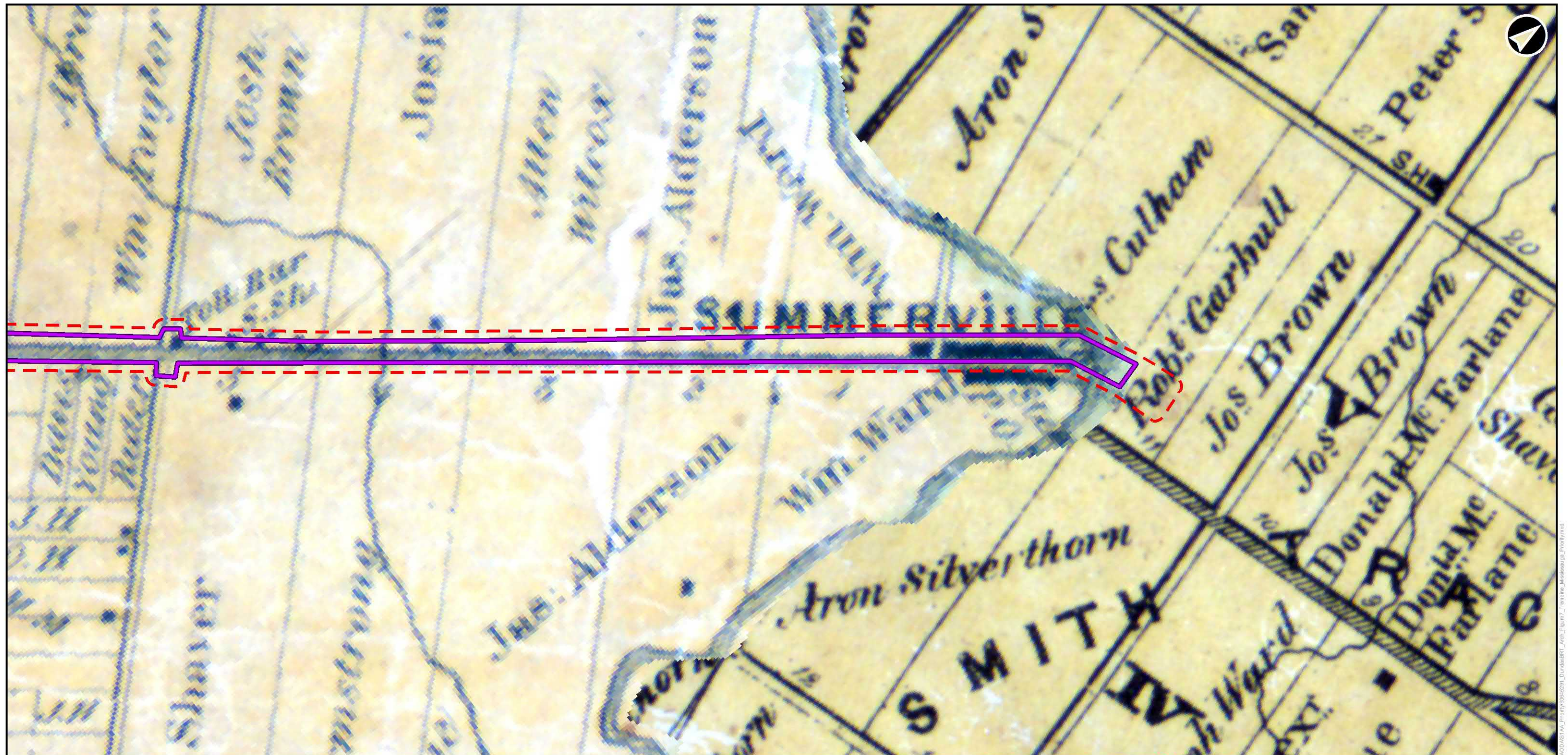
Figure 6-2



Legend

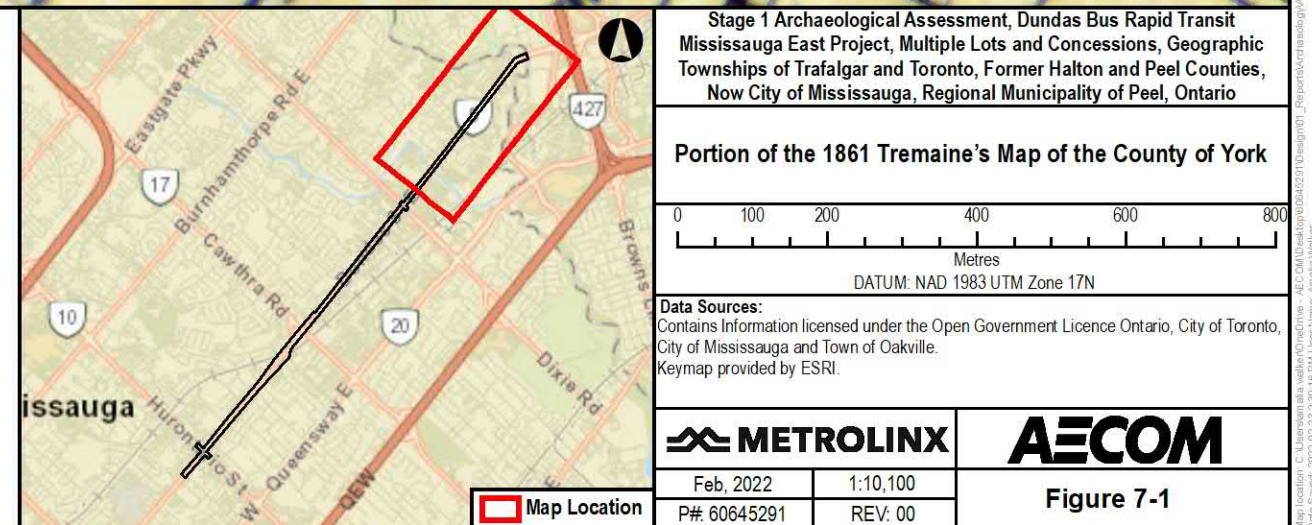
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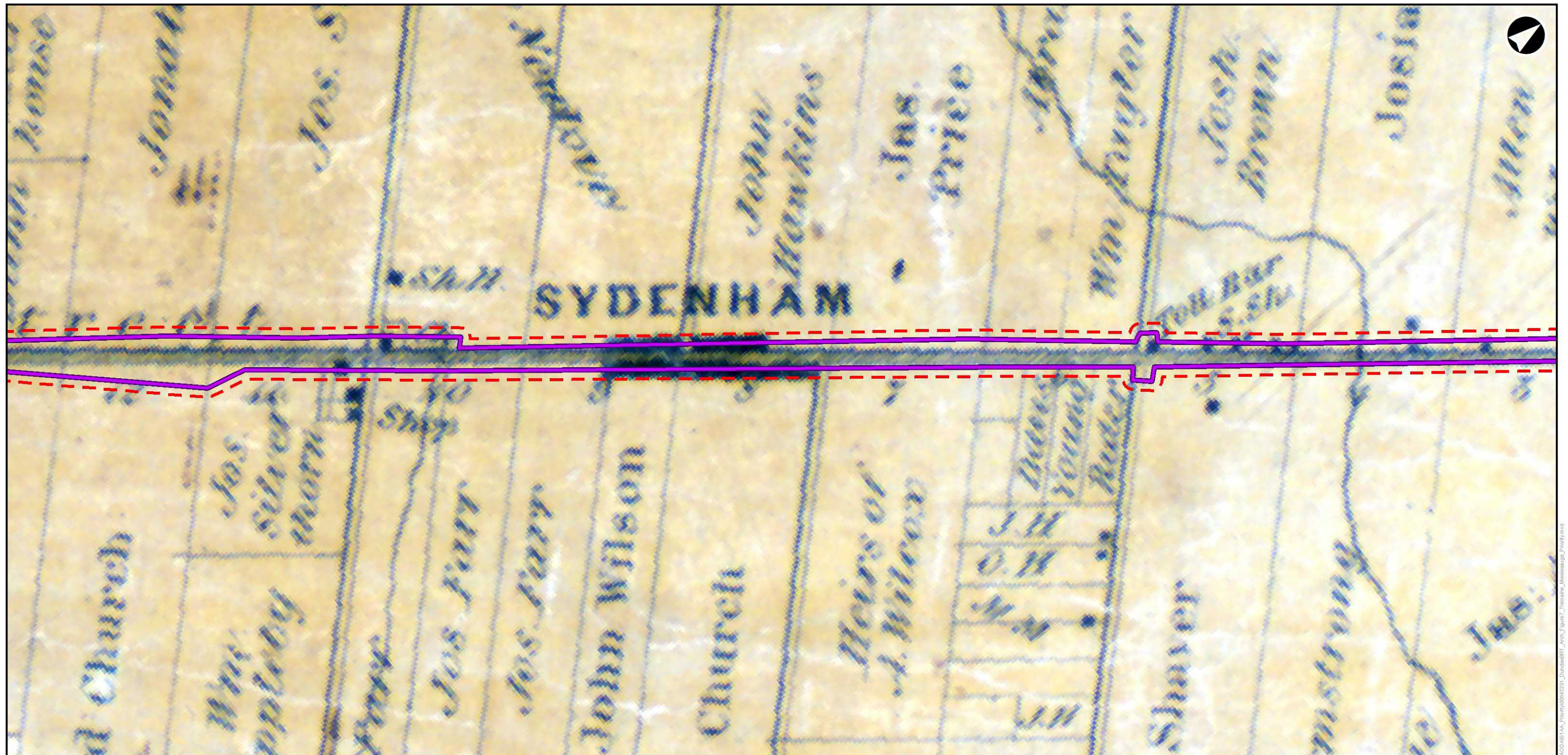




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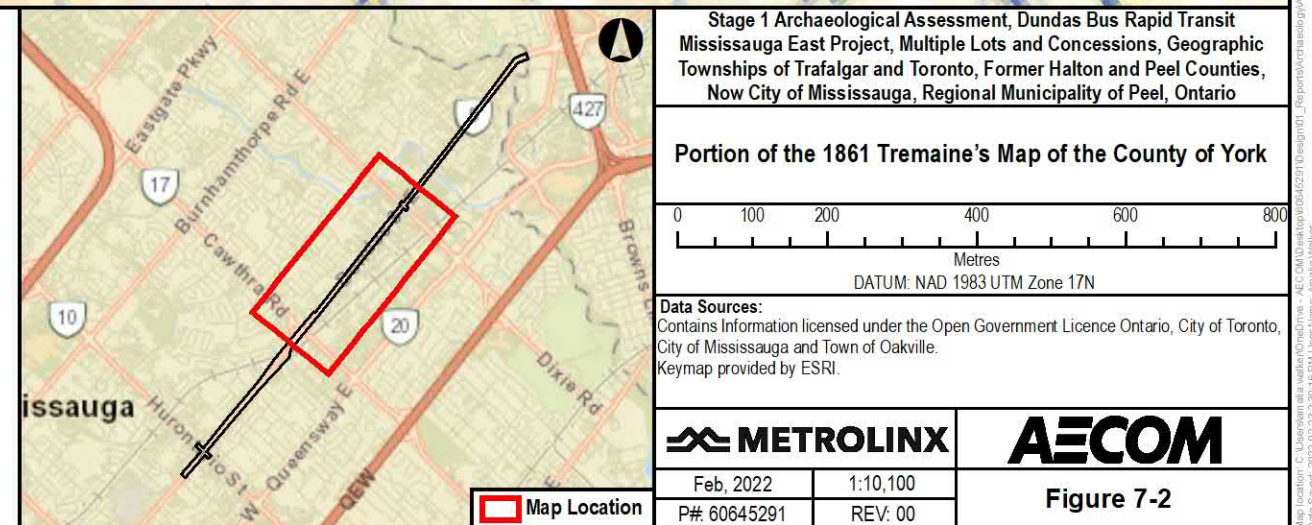
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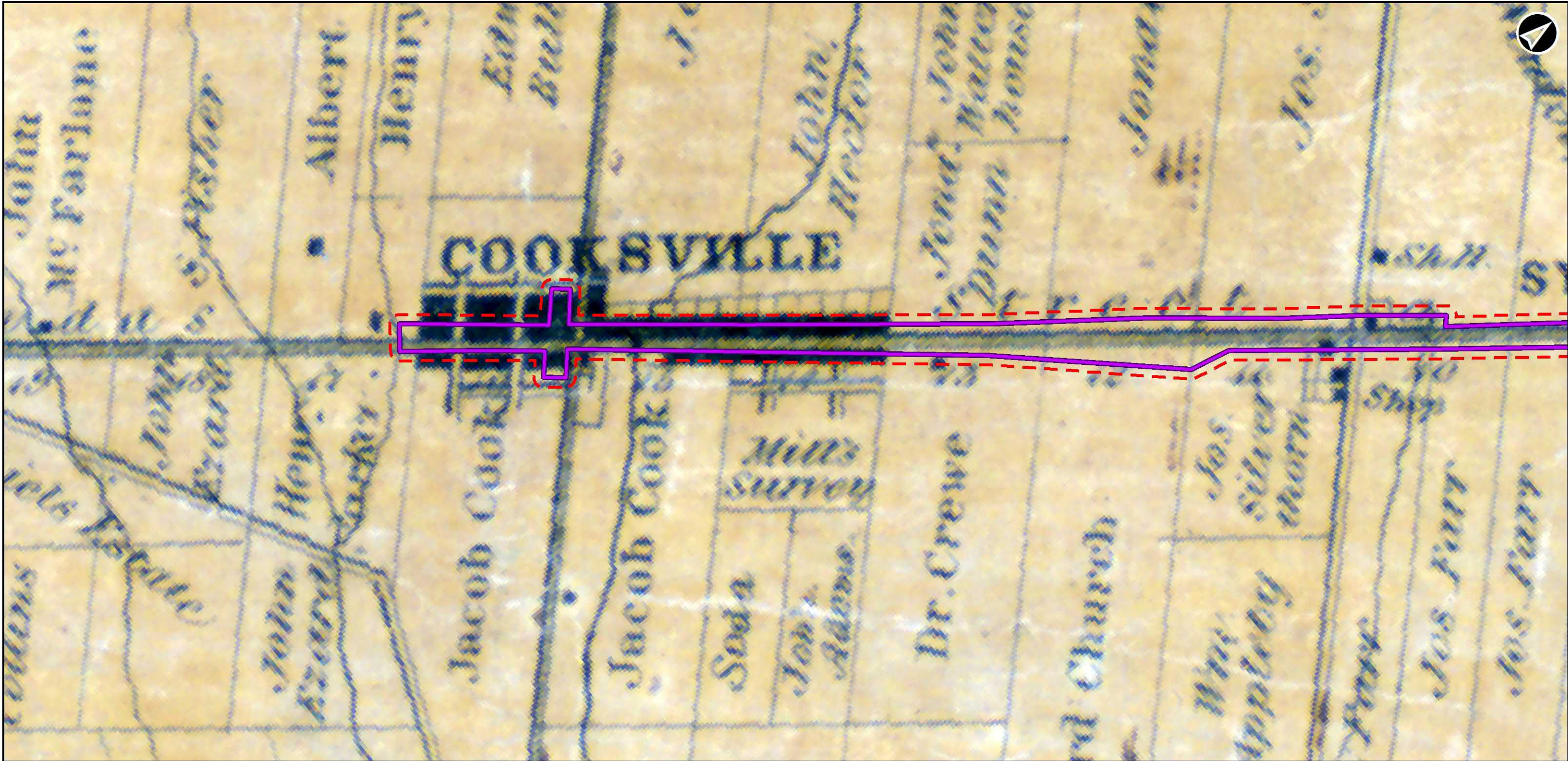




Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area





Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Portion of the 1861 Tremaine's Map of the County of York

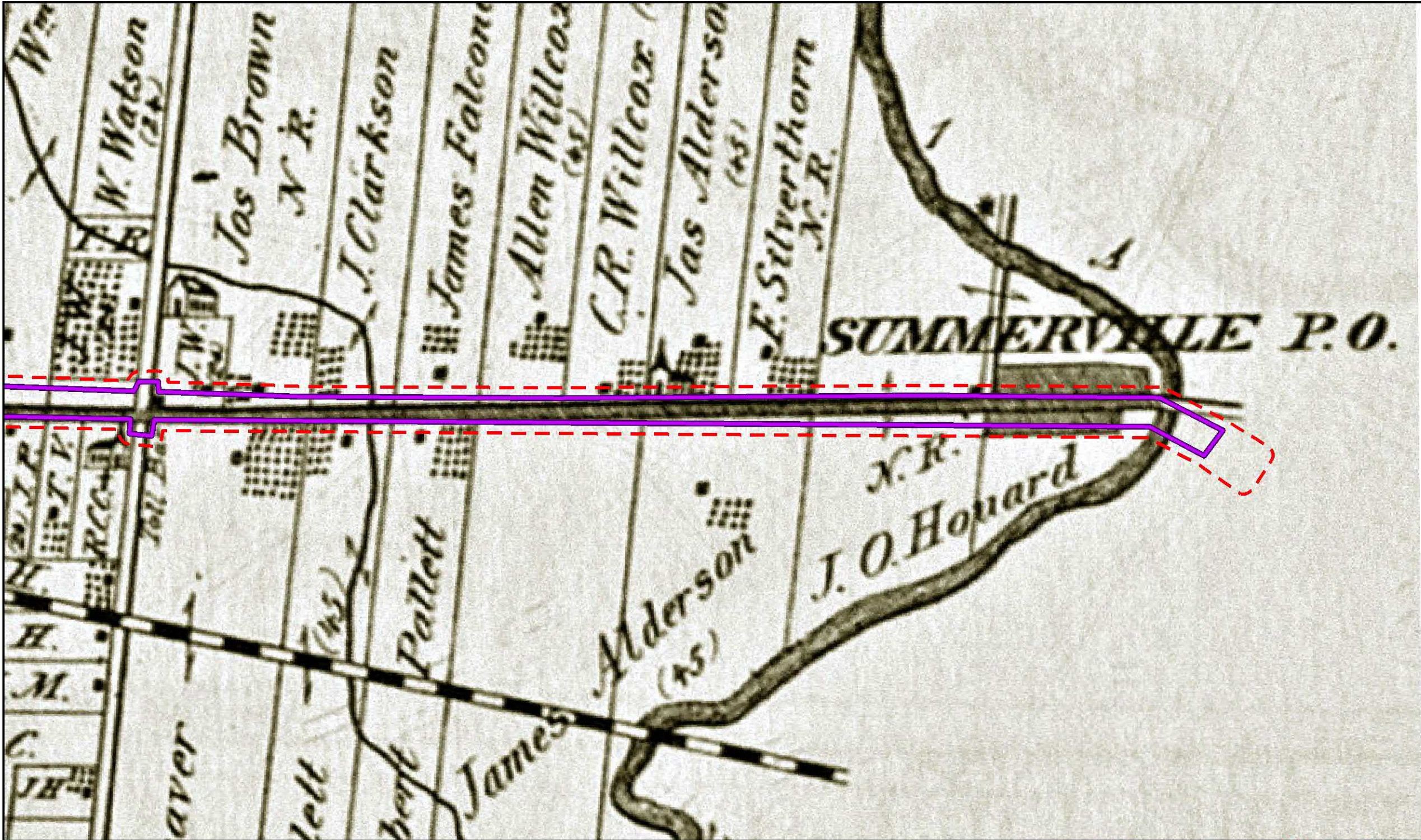
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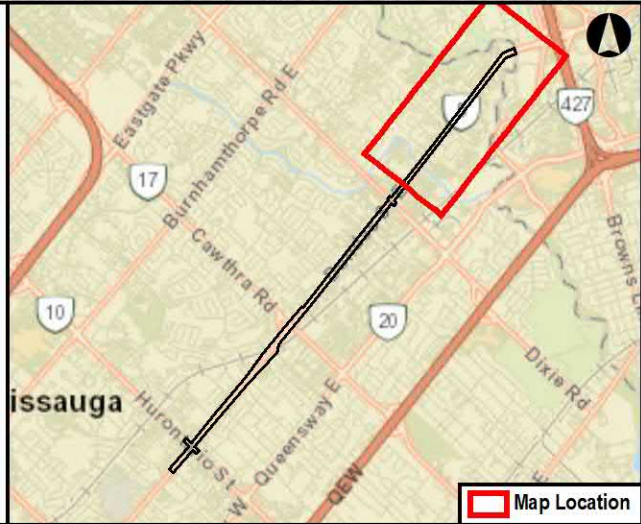
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Figure 7-3



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Portion of 1877 Walker & Miles Historical Atlas of Peel County

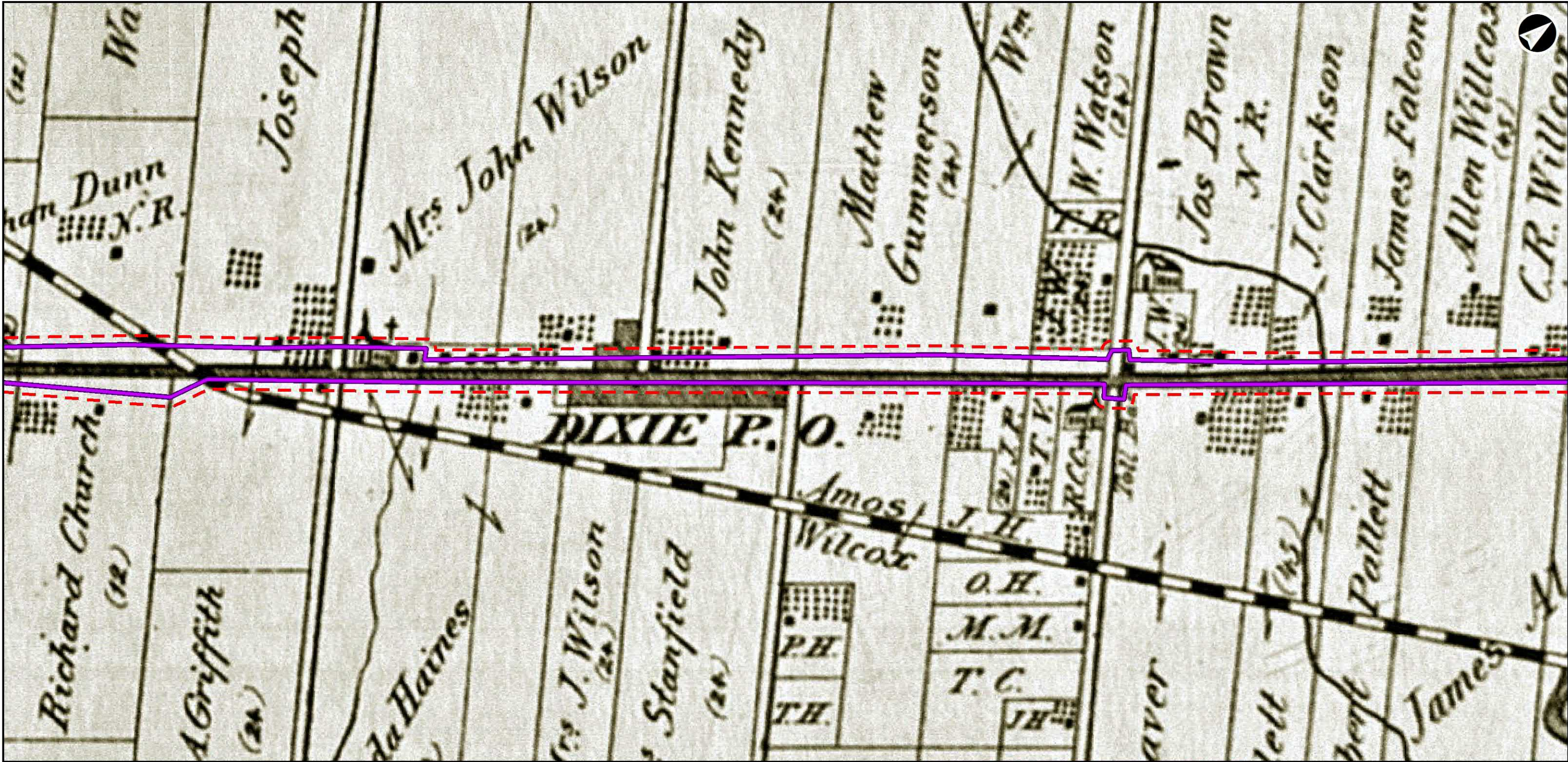
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METROLINX	AECOM
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Figure 8-1



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Portion of 1877 Walker & Miles Historical Atlas of Peel County

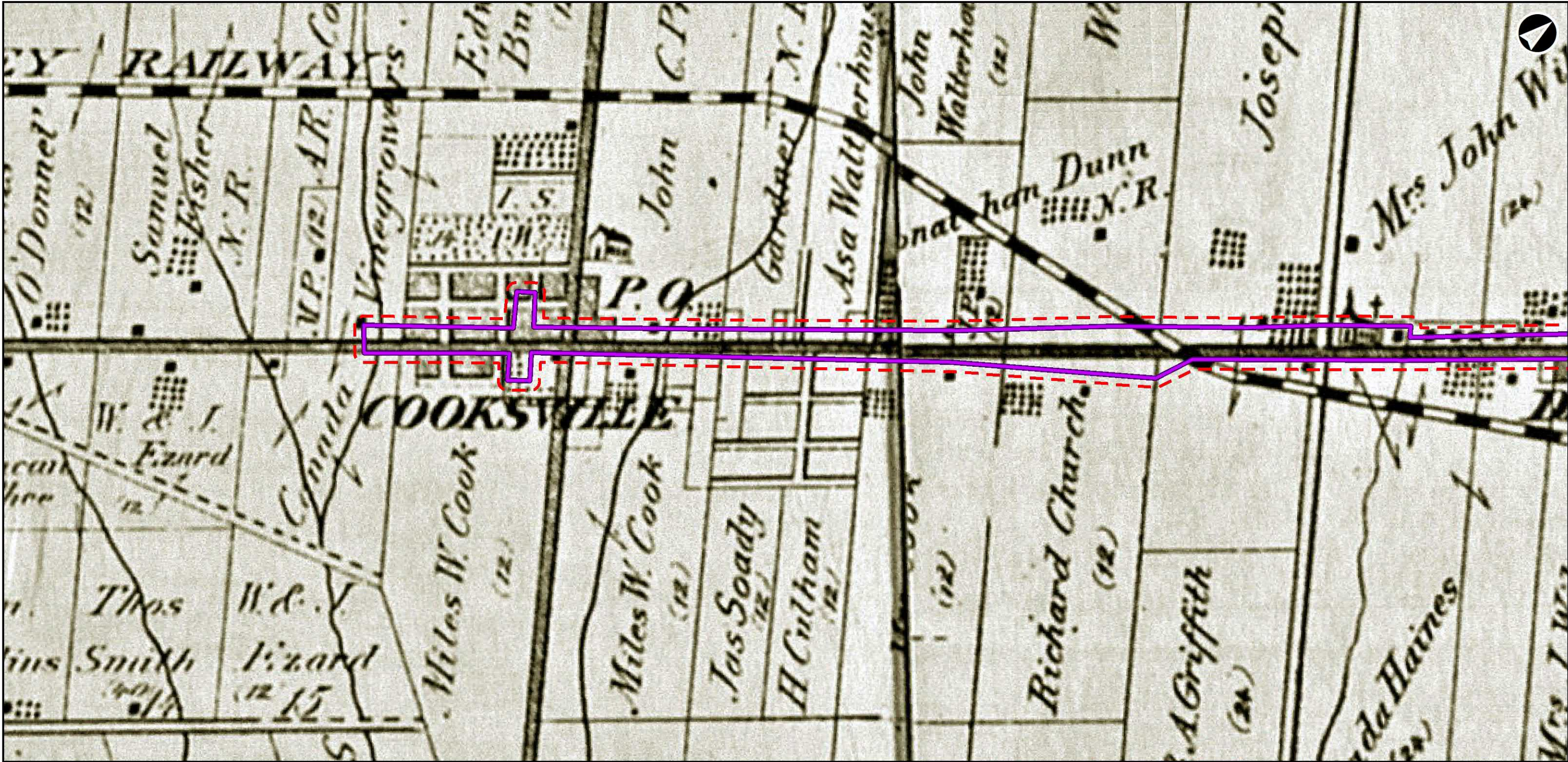
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

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P# 60645291	REV: 00

Figure 8-2



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Portion of 1877 Walker & Miles Historical Atlas of Peel County

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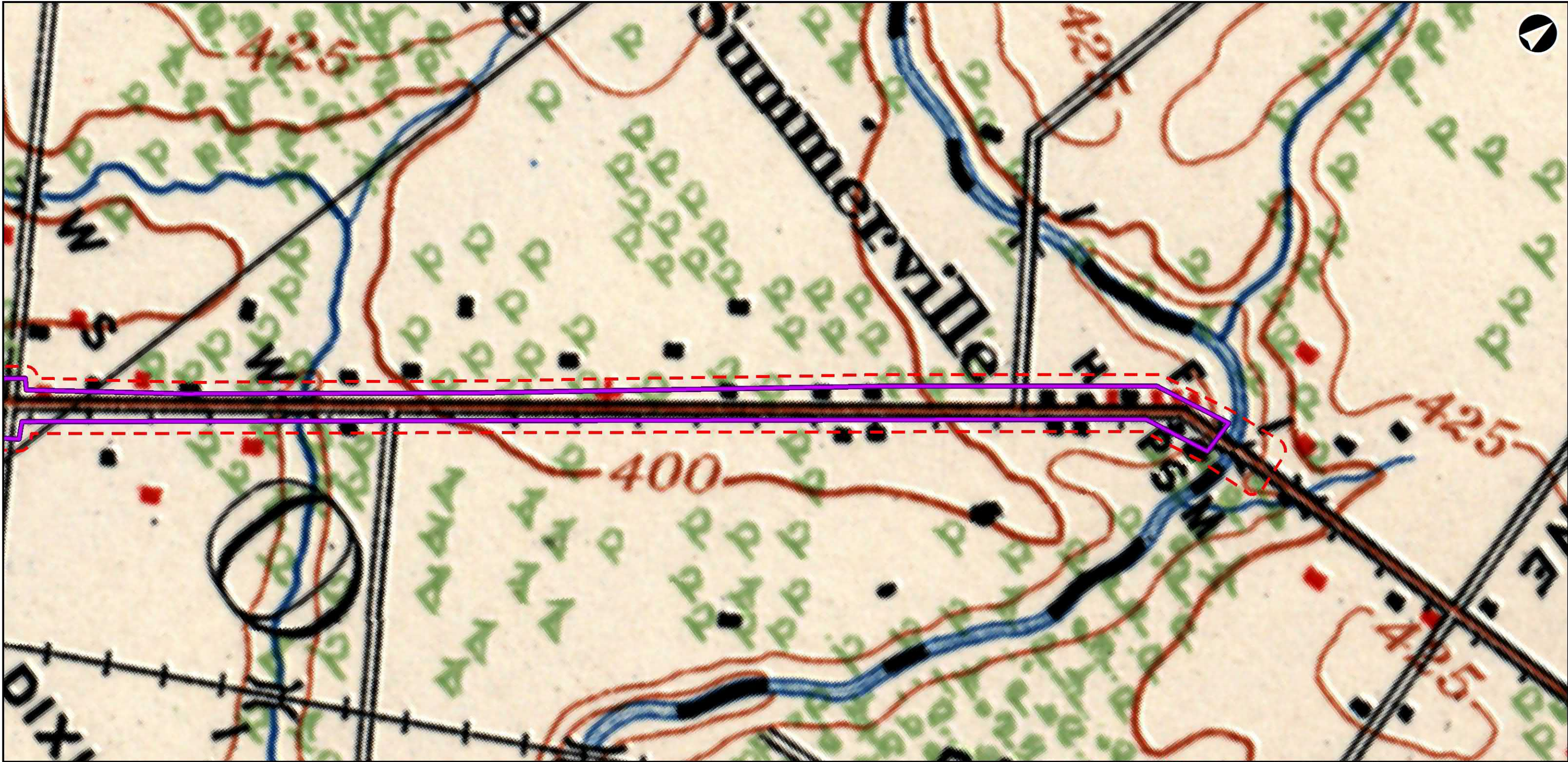
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Figure 8-3



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

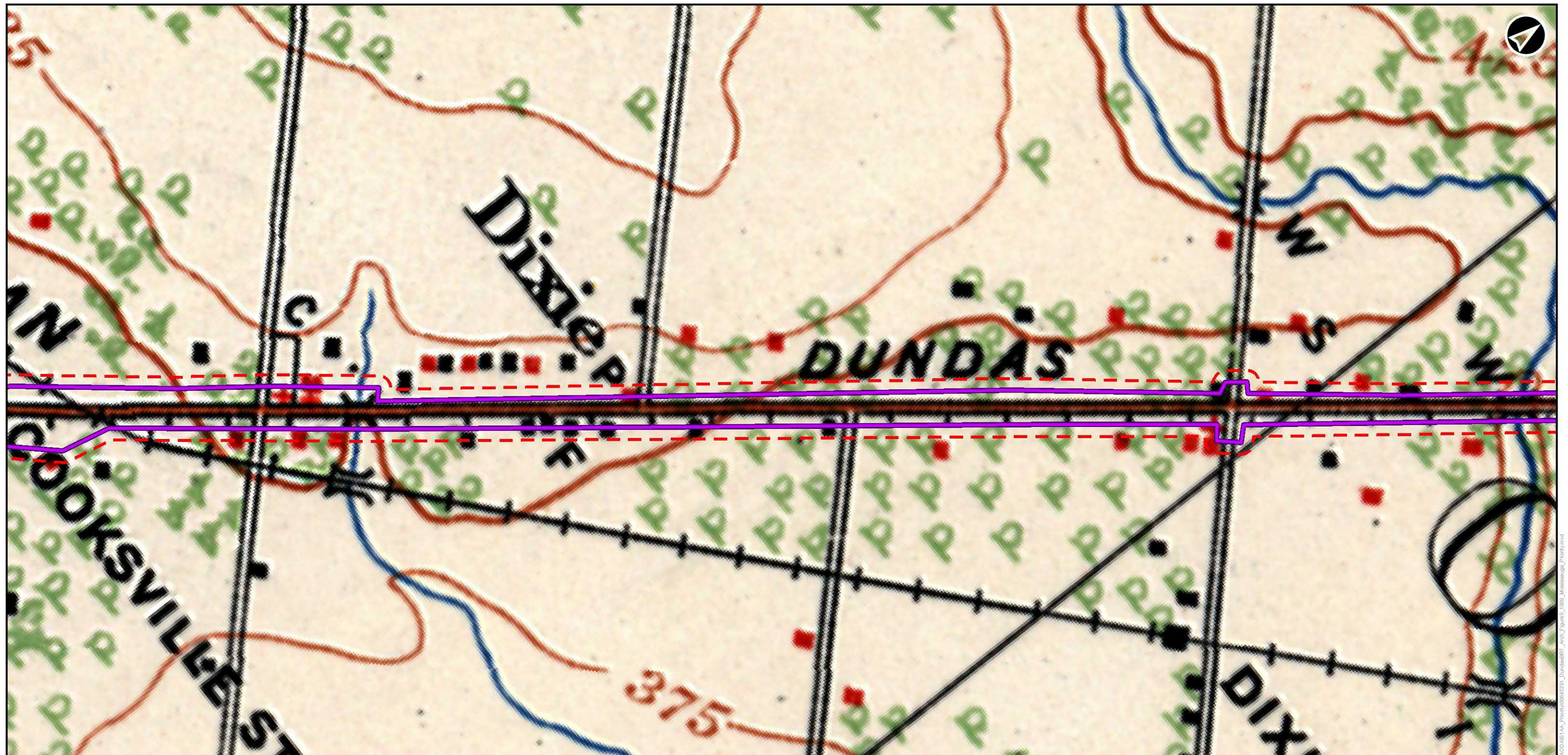
Portion of 1909 NTS Map

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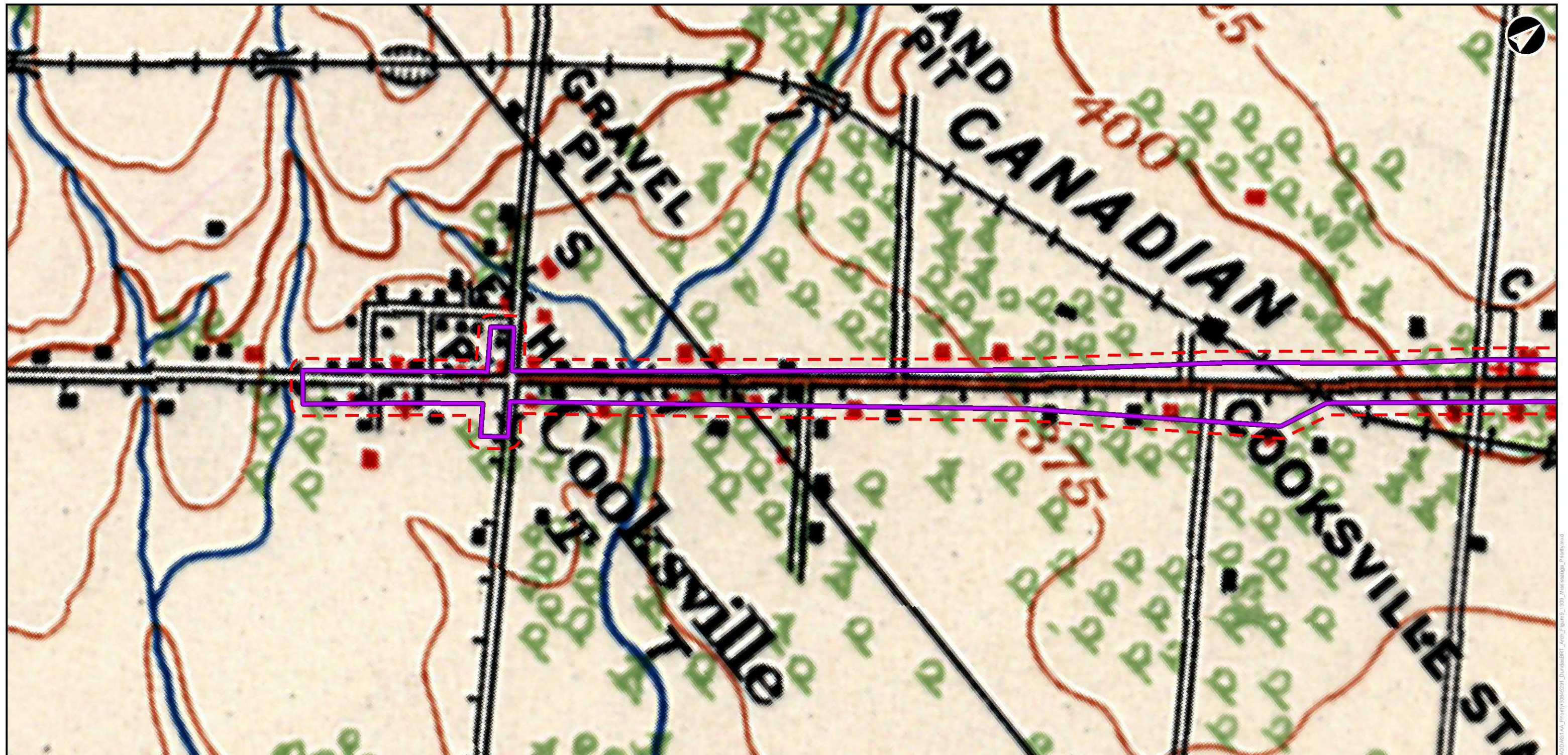
Figure 9-1



Legend

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-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area

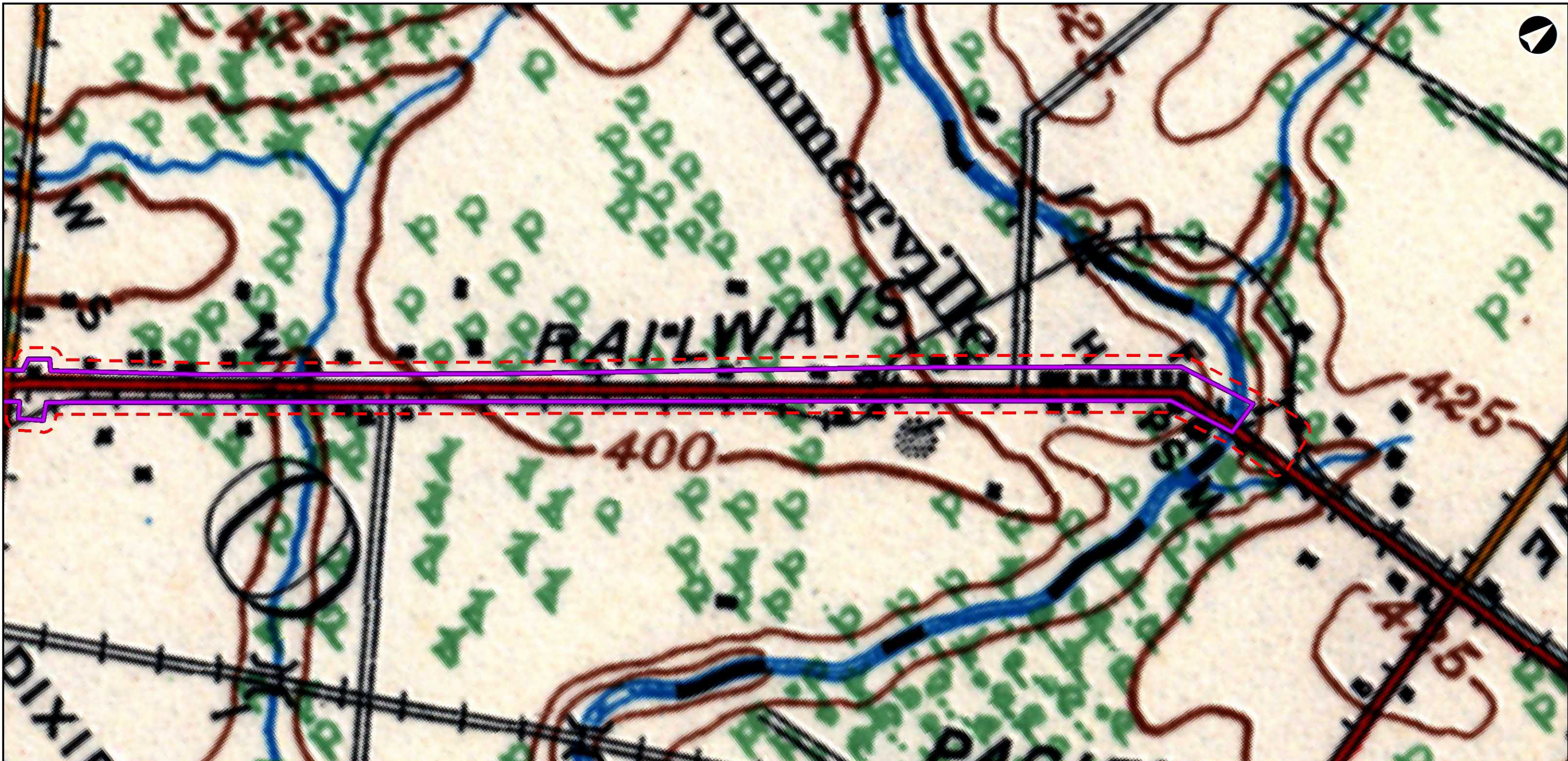




Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area





Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Portion of 1938 NTS Map

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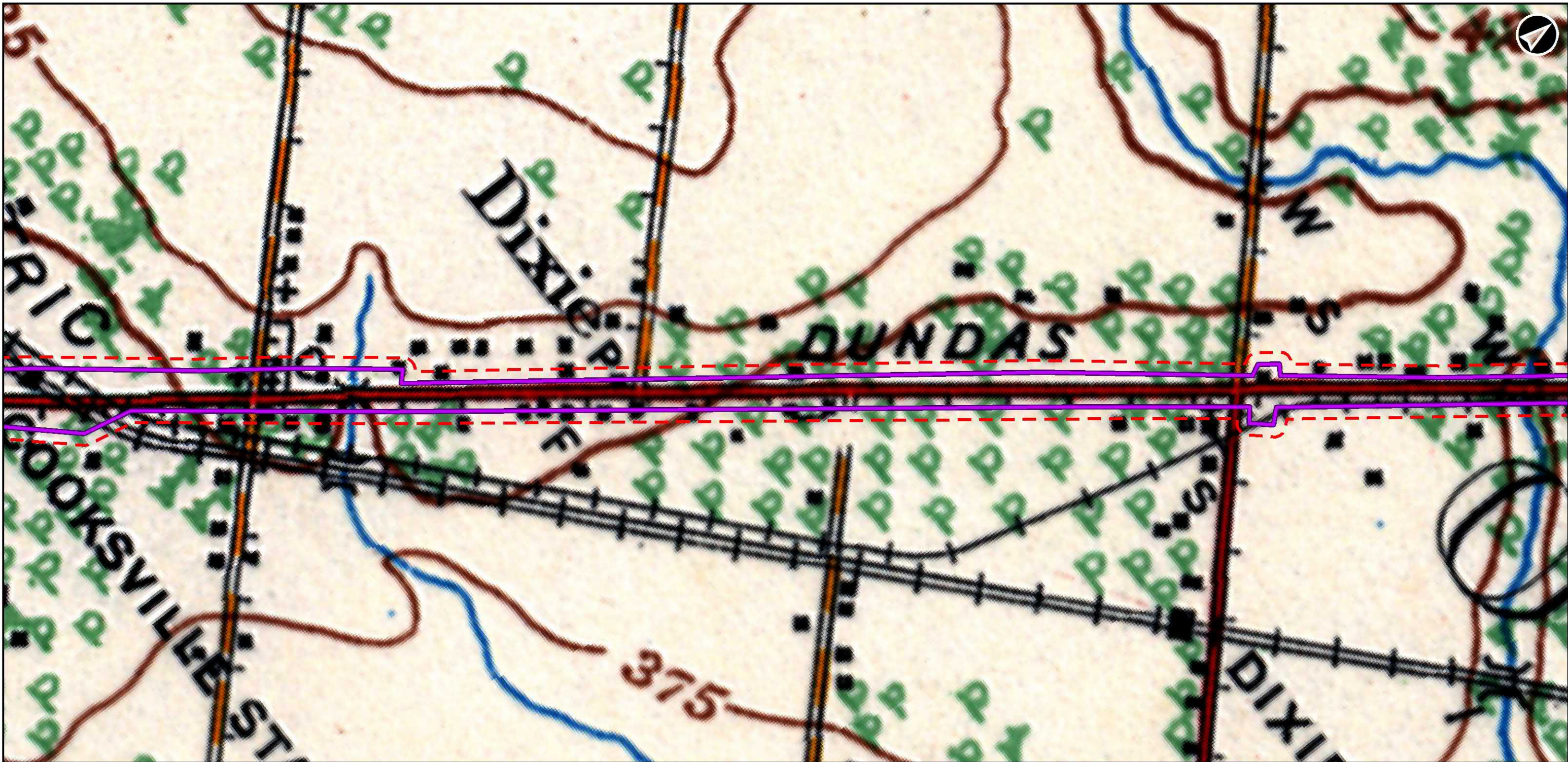
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Figure 10-1

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Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Portion of 1938 NTS Map

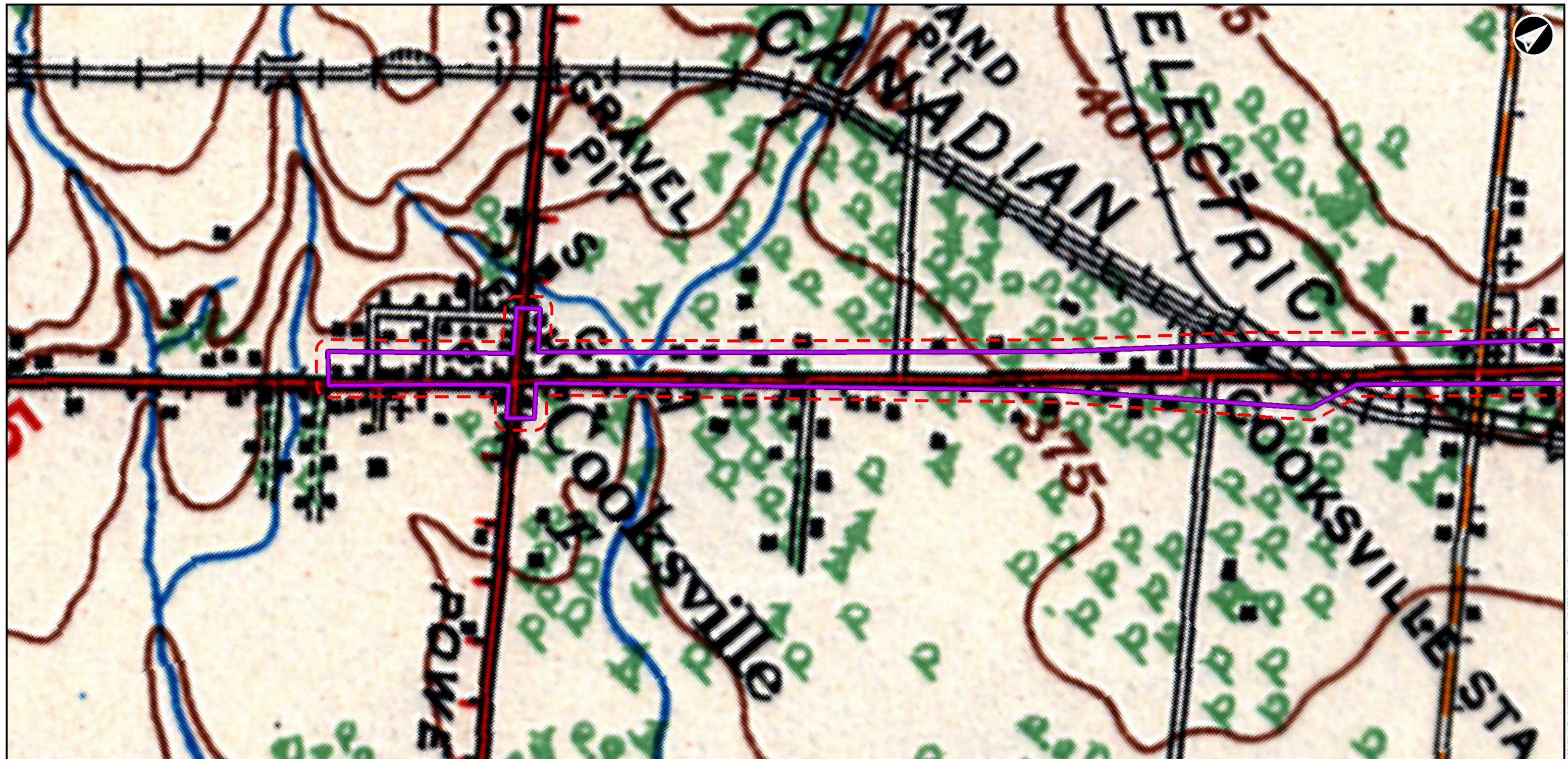
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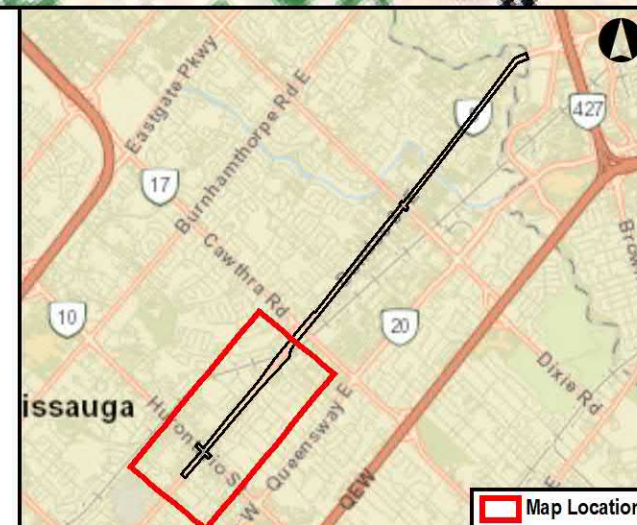
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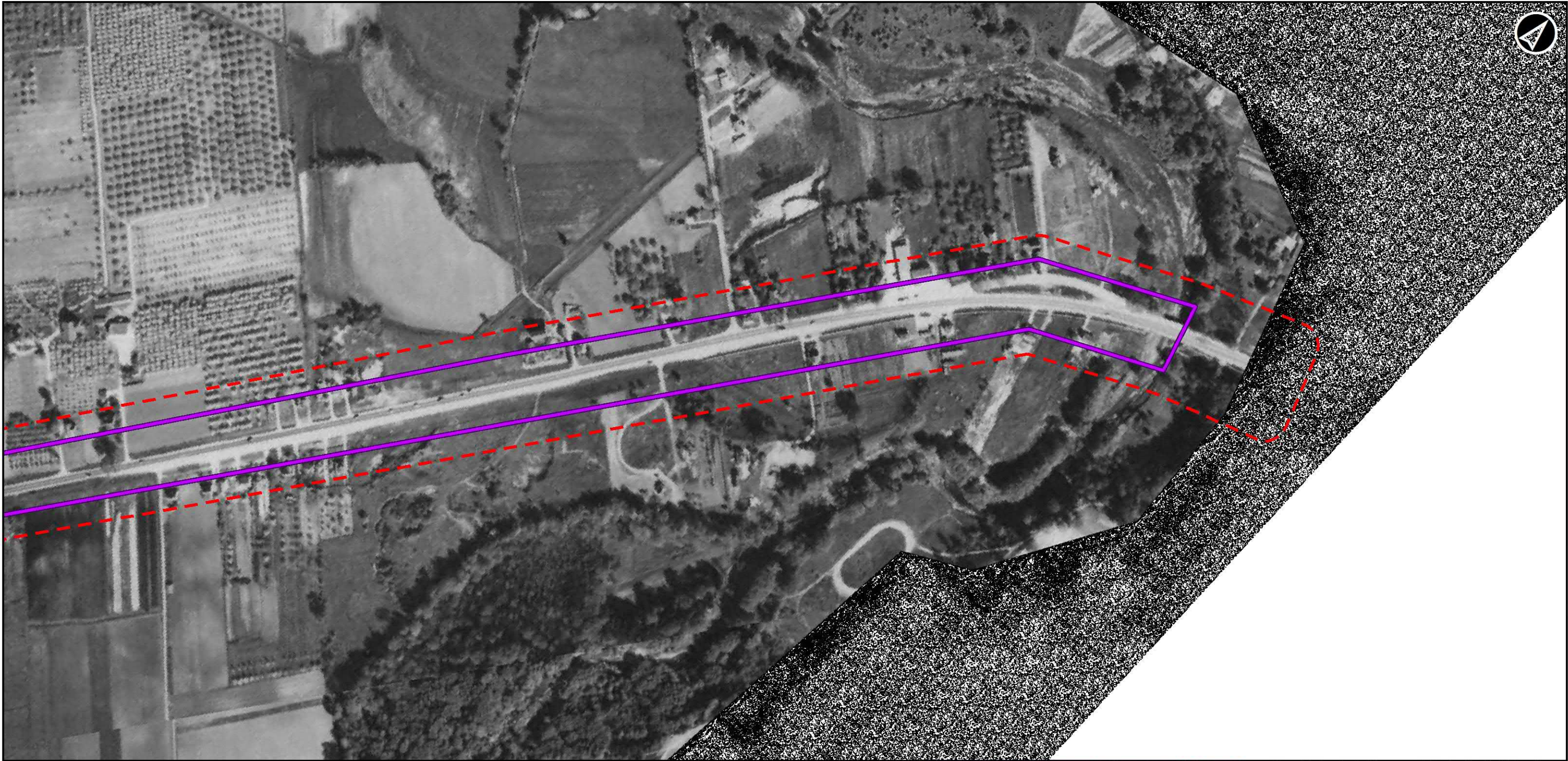
Figure 10-2



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area





Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1954

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Metres

DATUM: NAD 1983 UTM Zone 17N

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Figure 12-1-1

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Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1954

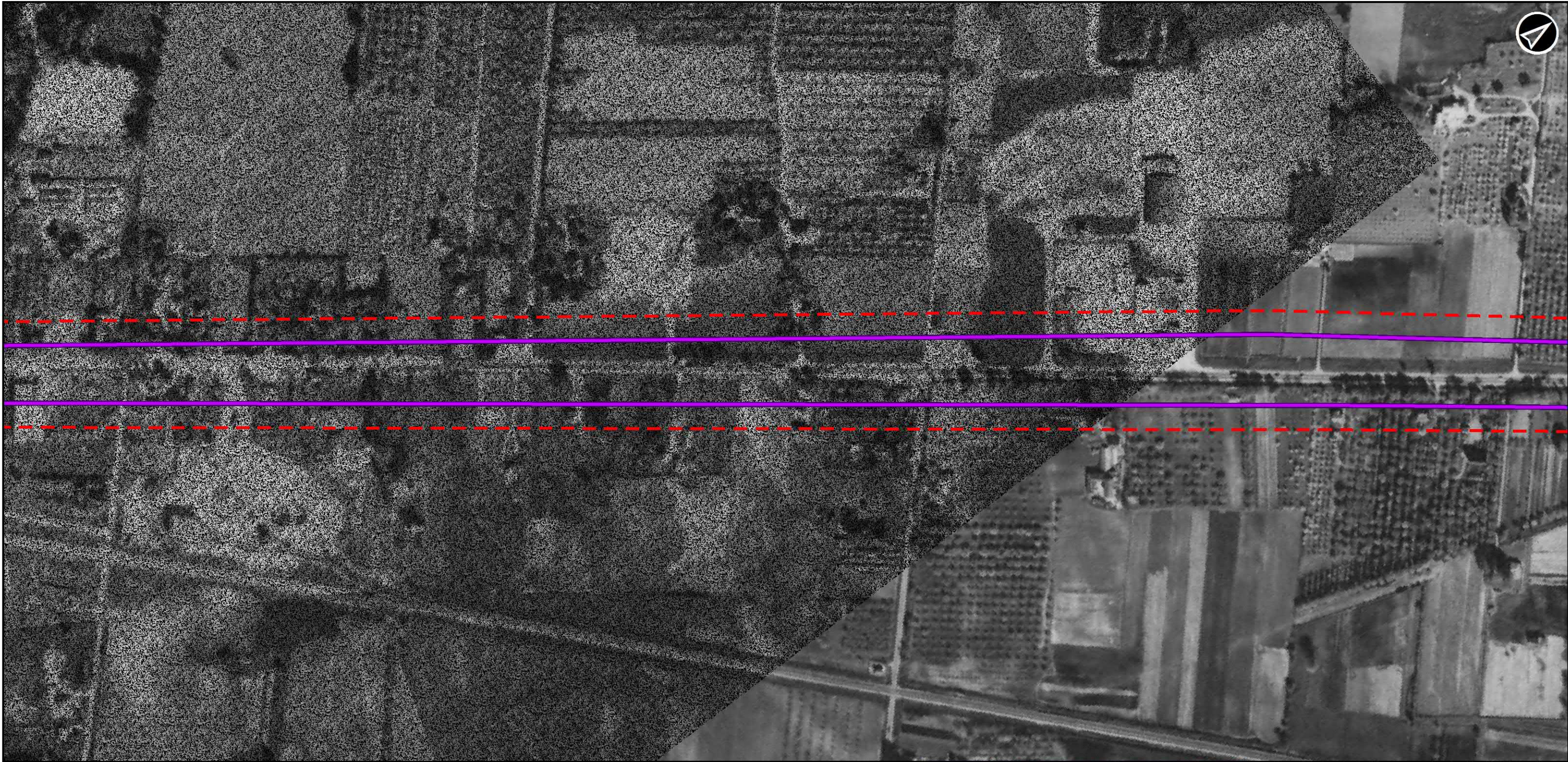
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
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Figure 12-1-2



Legend

 Dundas Bus Rapid Transit Mississauga East Project Area

 Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario


Aerial 1954

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Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1954

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

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Figure 12-1-4



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1954

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DATUM: NAD 1983 UTM Zone 17N

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Figure 12-1-5



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1985

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

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Figure 12-2-1



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1985

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Metres

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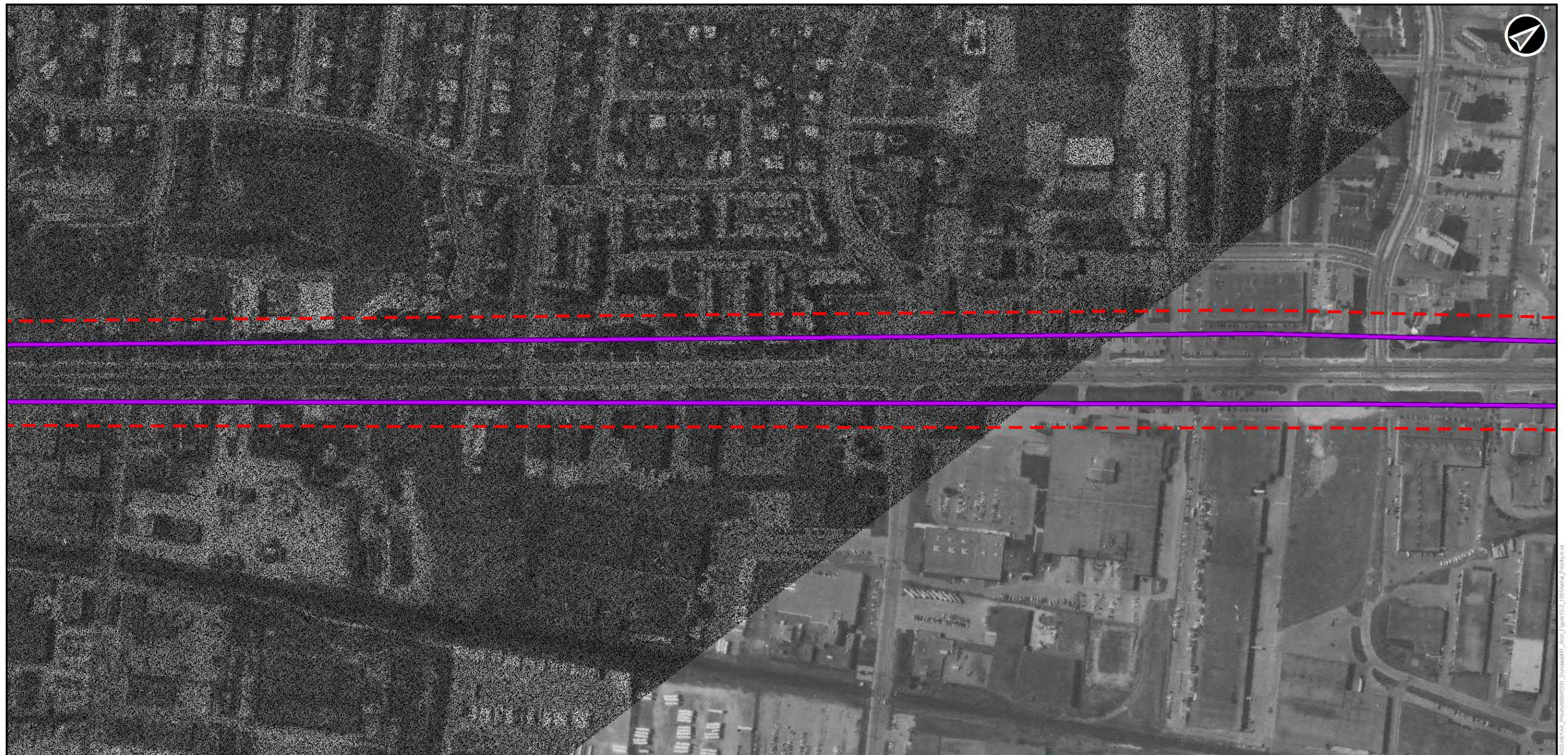
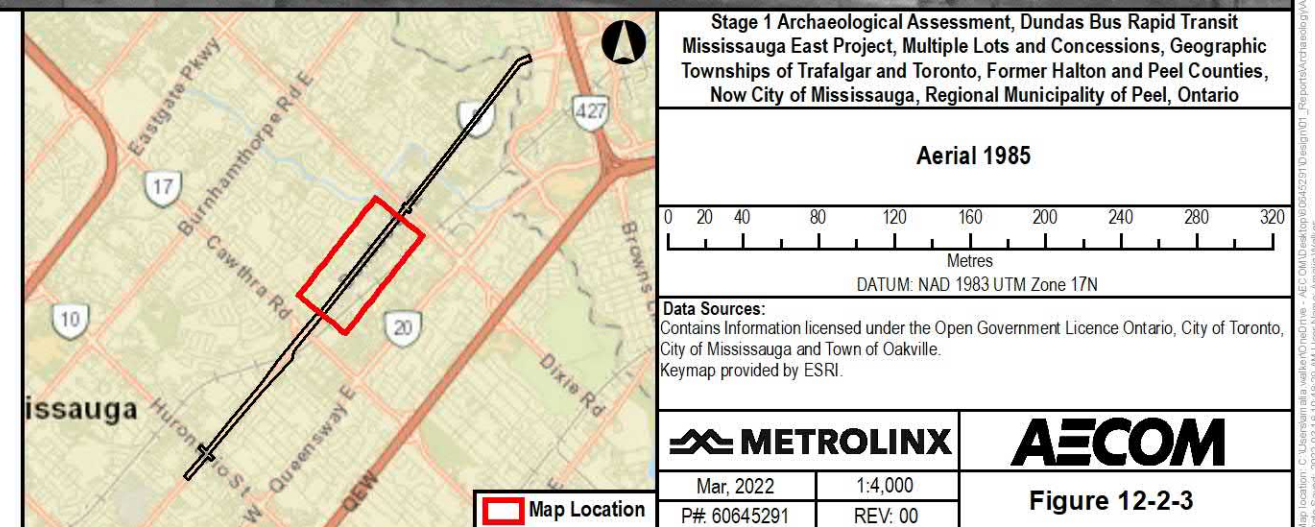
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Figure 12-2-2





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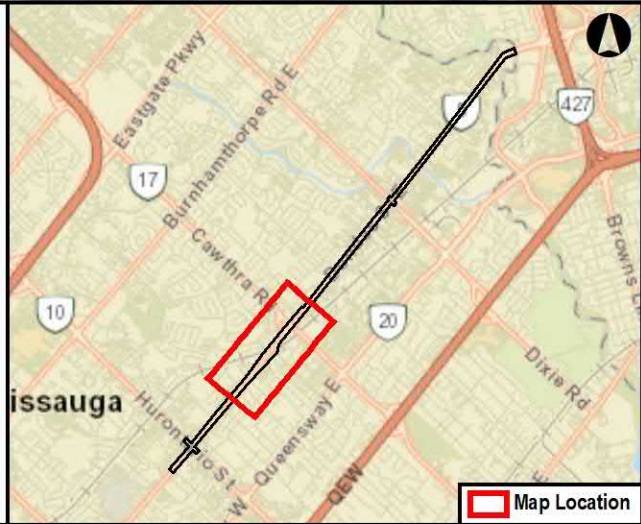
-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area





Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1985

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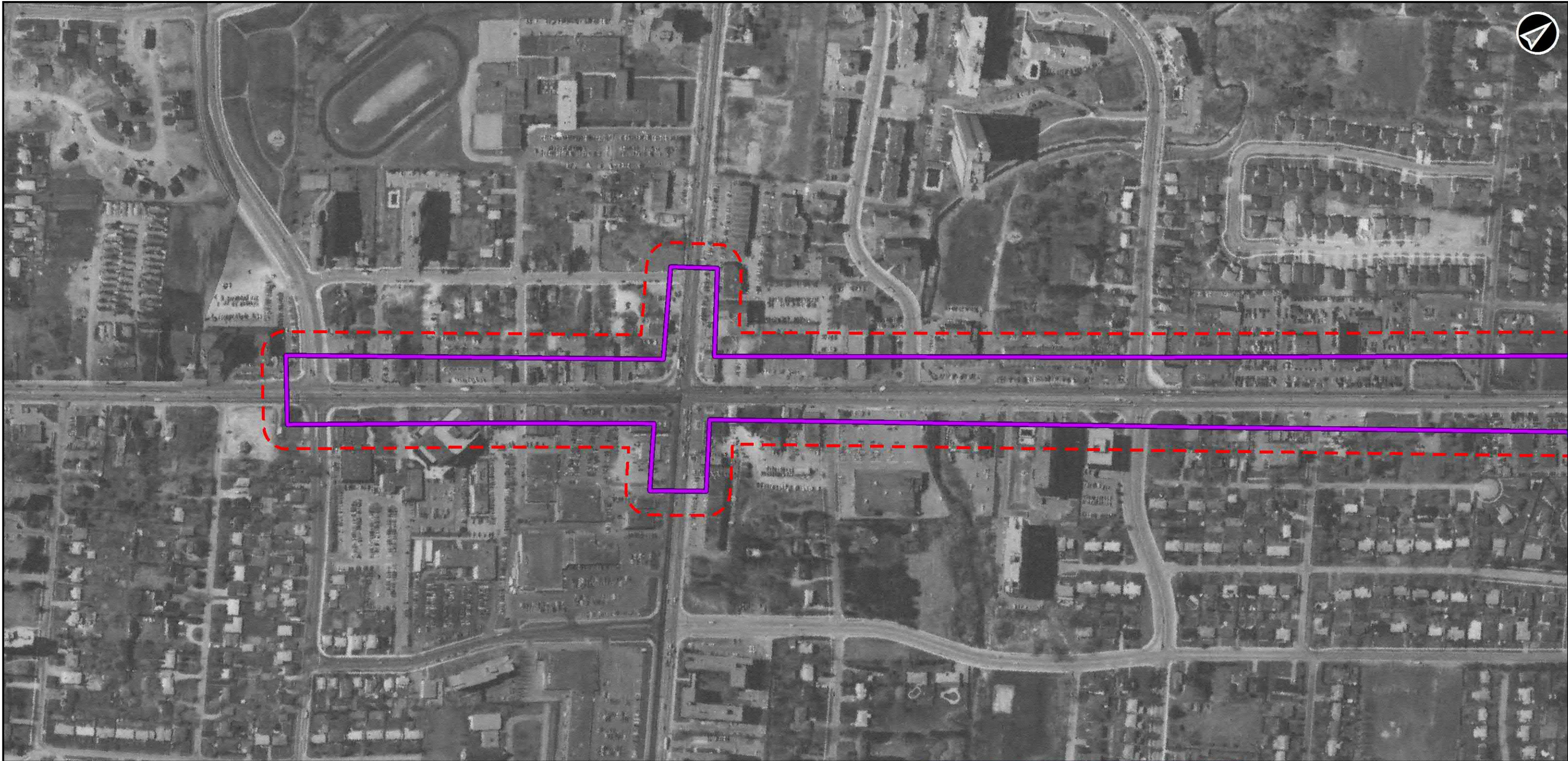
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Figure 12-2-4



- Legend**
- Dundas Bus Rapid Transit Mississauga East Project Area
 - Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1985

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

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Figure 12-2-5



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1997

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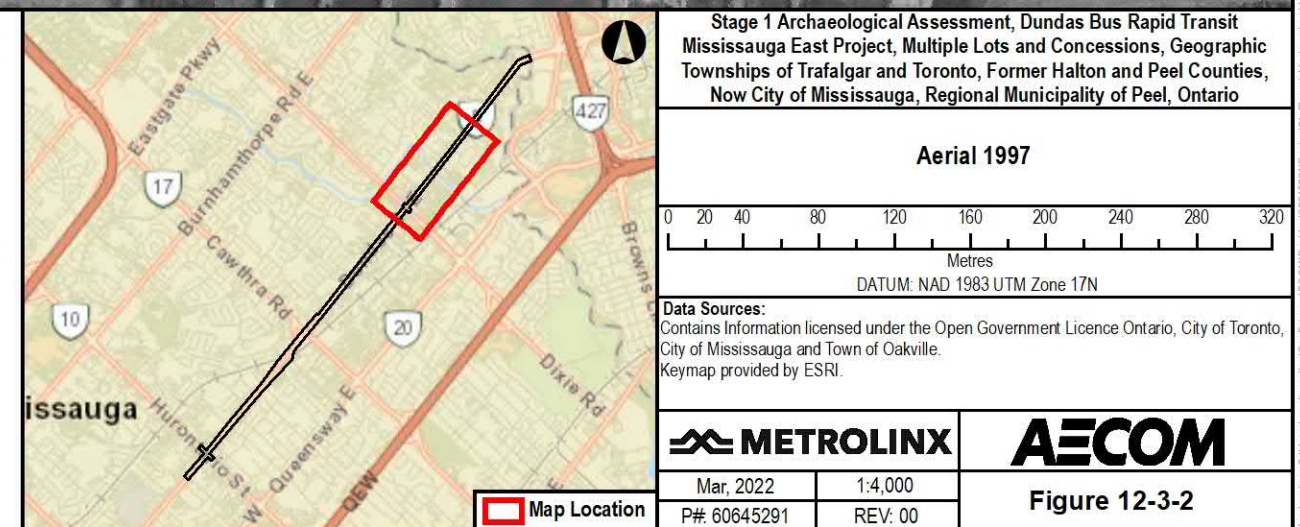
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Figure 12-3-1



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area





Legend

Dundas Bus Rapid Transit Mississauga East Project Area

Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1997

02040801200240280320

Metres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
Contains Information licensed under the Open Government Licence Ontario, City of Toronto, City of Mississauga and Town of Oakville.
Keymap provided by ESRI.

METROLINX

Mar, 2022

P# 60645291

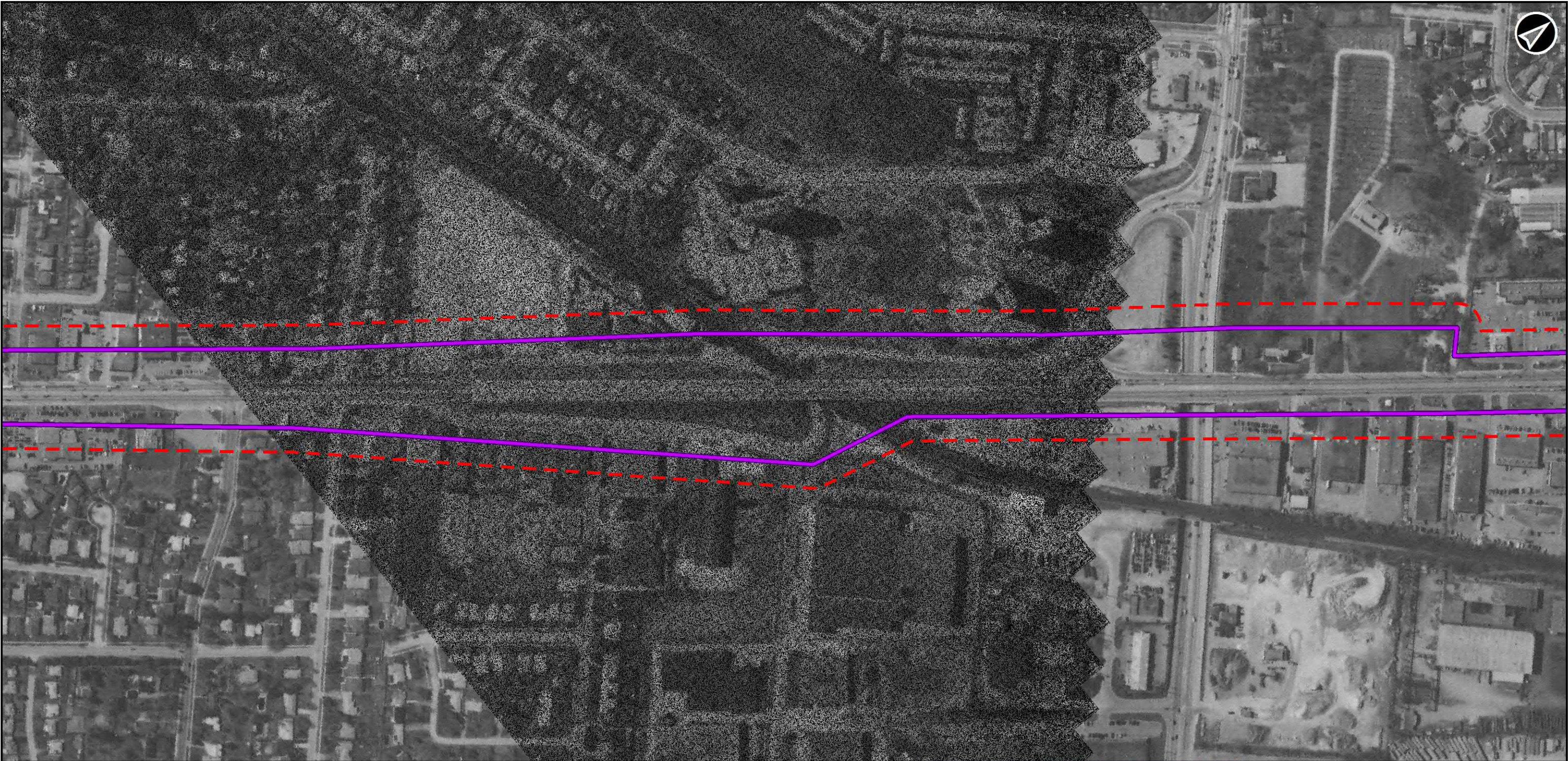
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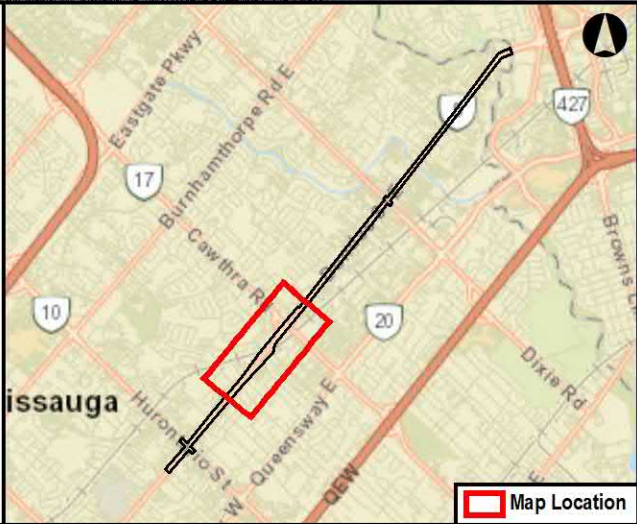
Figure 12-3-3

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Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1997

0 20 40 80 120 160 200 240 280 320
Metres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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Keymap provided by ESRI.

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Figure 12-3-4

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- Legend**
- Dundas Bus Rapid Transit Mississauga East Project Area
 - Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 1997

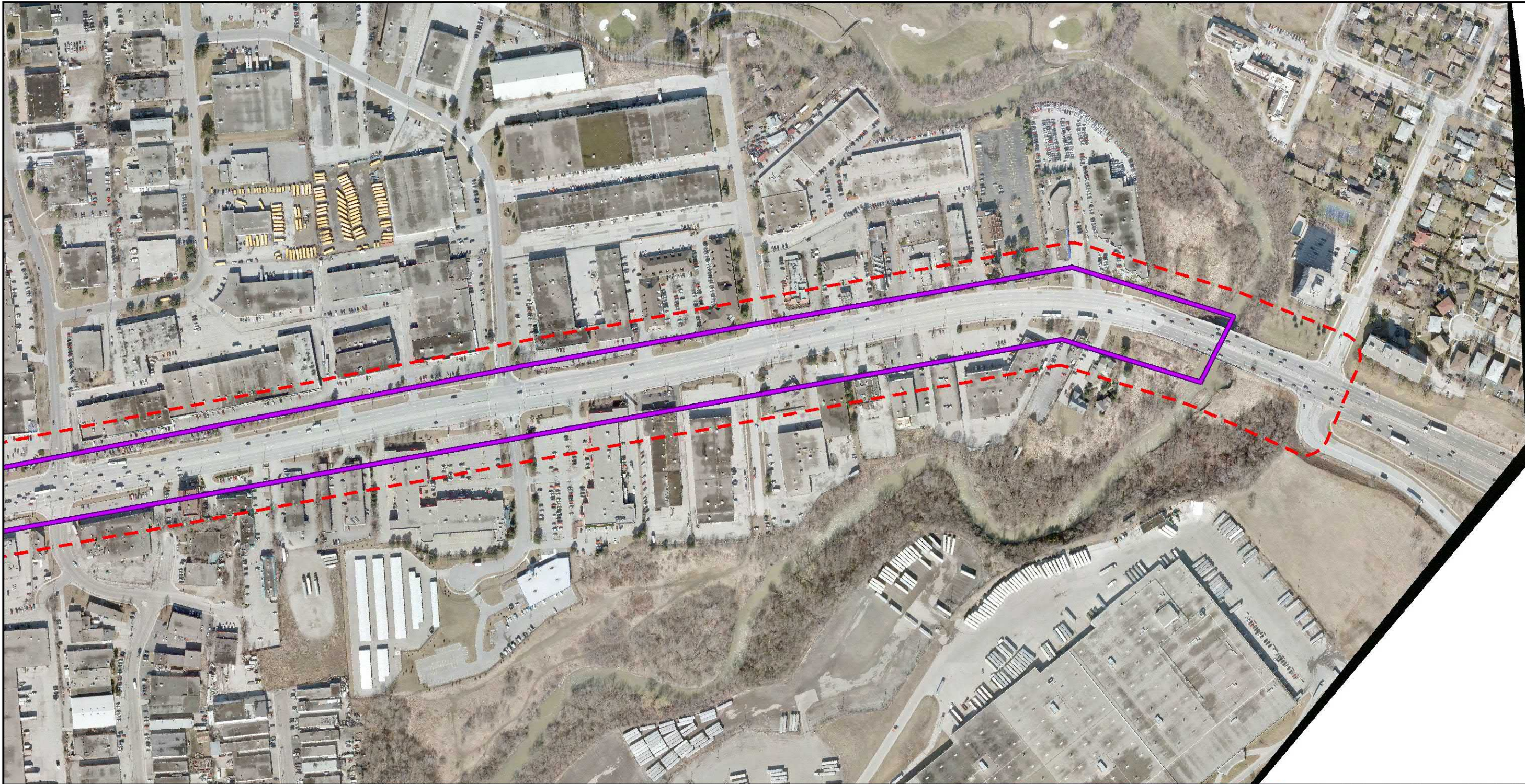
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DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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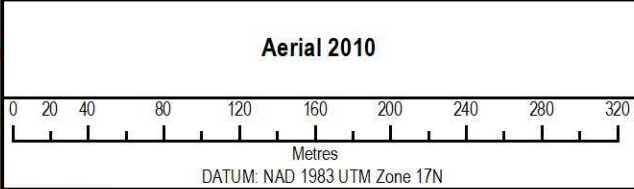
Figure 12-3-5



- Legend**
- Dundas Bus Rapid Transit Mississauga East Project Area
 - Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area

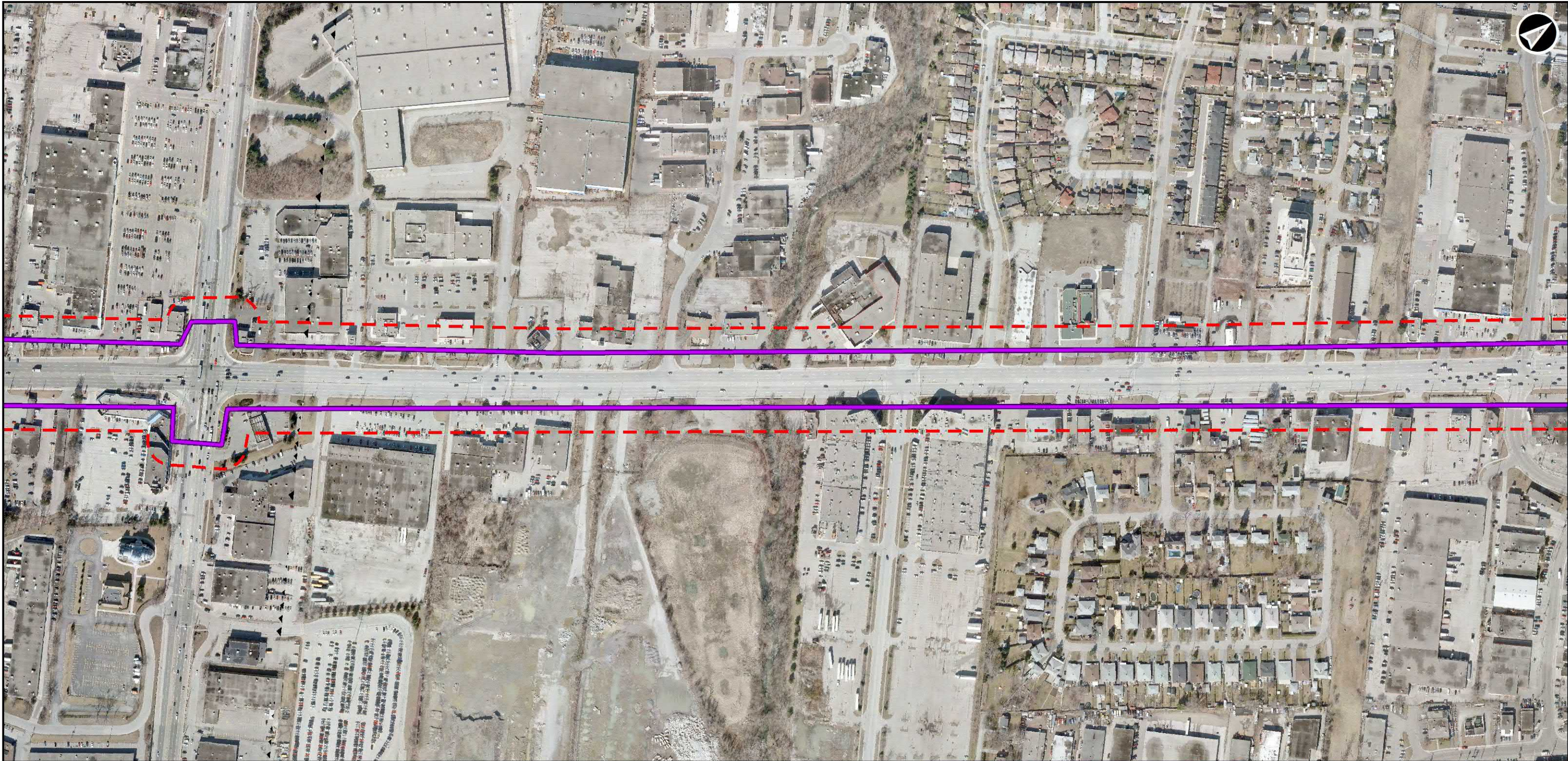


Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit
Mississauga East Project, Multiple Lots and Concessions, Geographic
Townships of Trafalgar and Toronto, Former Halton and Peel Counties,
Now City of Mississauga, Regional Municipality of Peel, Ontario





Data Sources:
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Keymap provided by ESRI.

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P# 60645291	REV: 00		



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 2010

0 20 40 80 120 160 200 240 280 320
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DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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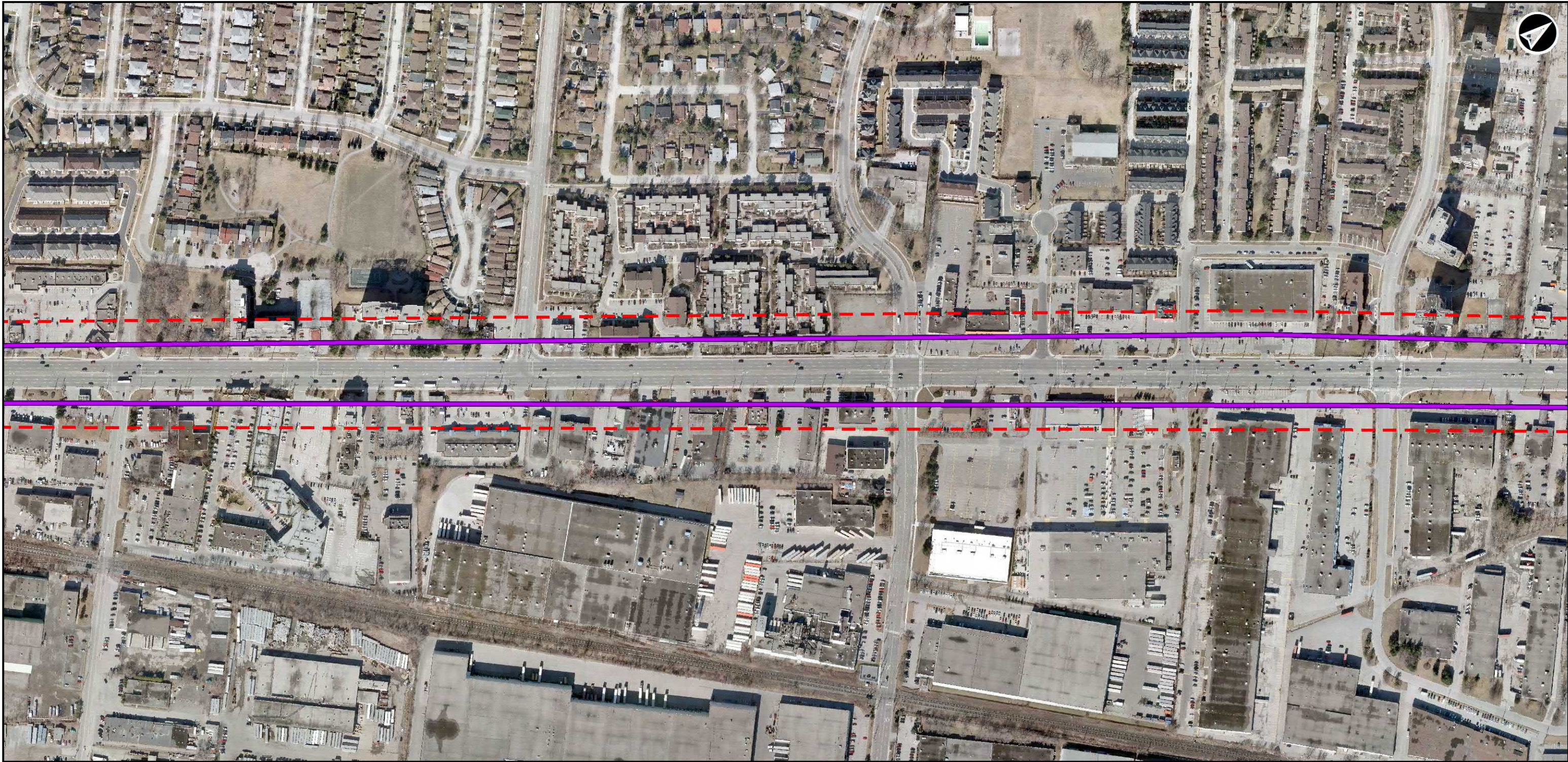
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Figure 12-4-2



Legend

Dundas Bus Rapid Transit Mississauga East Project Area

Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area

Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 2010

02040801200240280320

Metres

DATUM: NAD 1983 UTM Zone 17N

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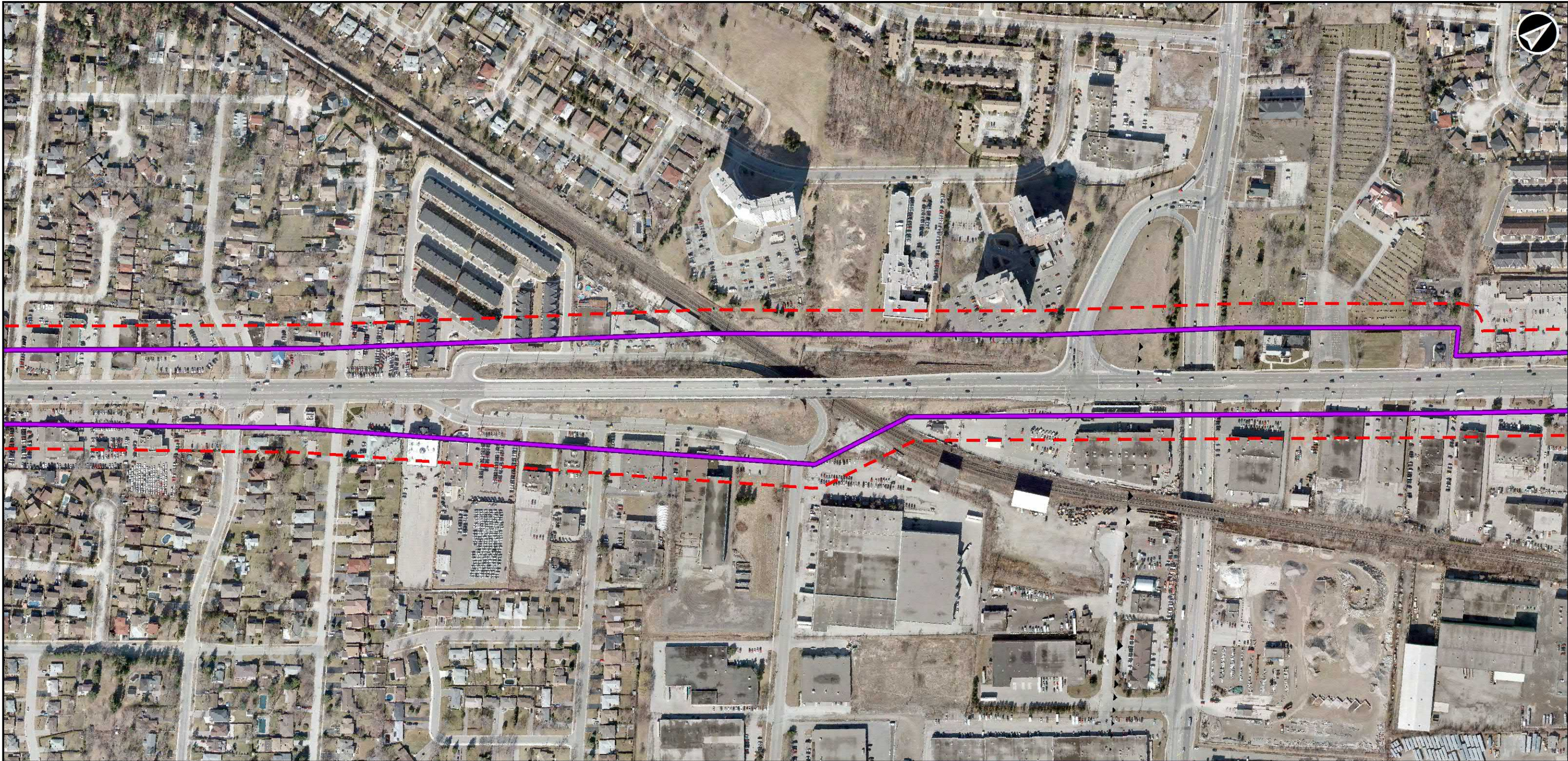
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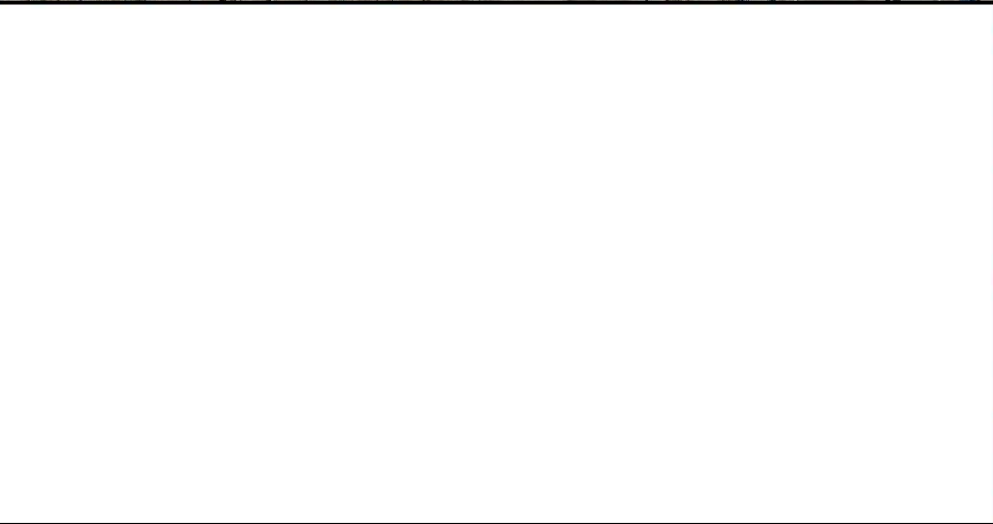
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Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Aerial 2010

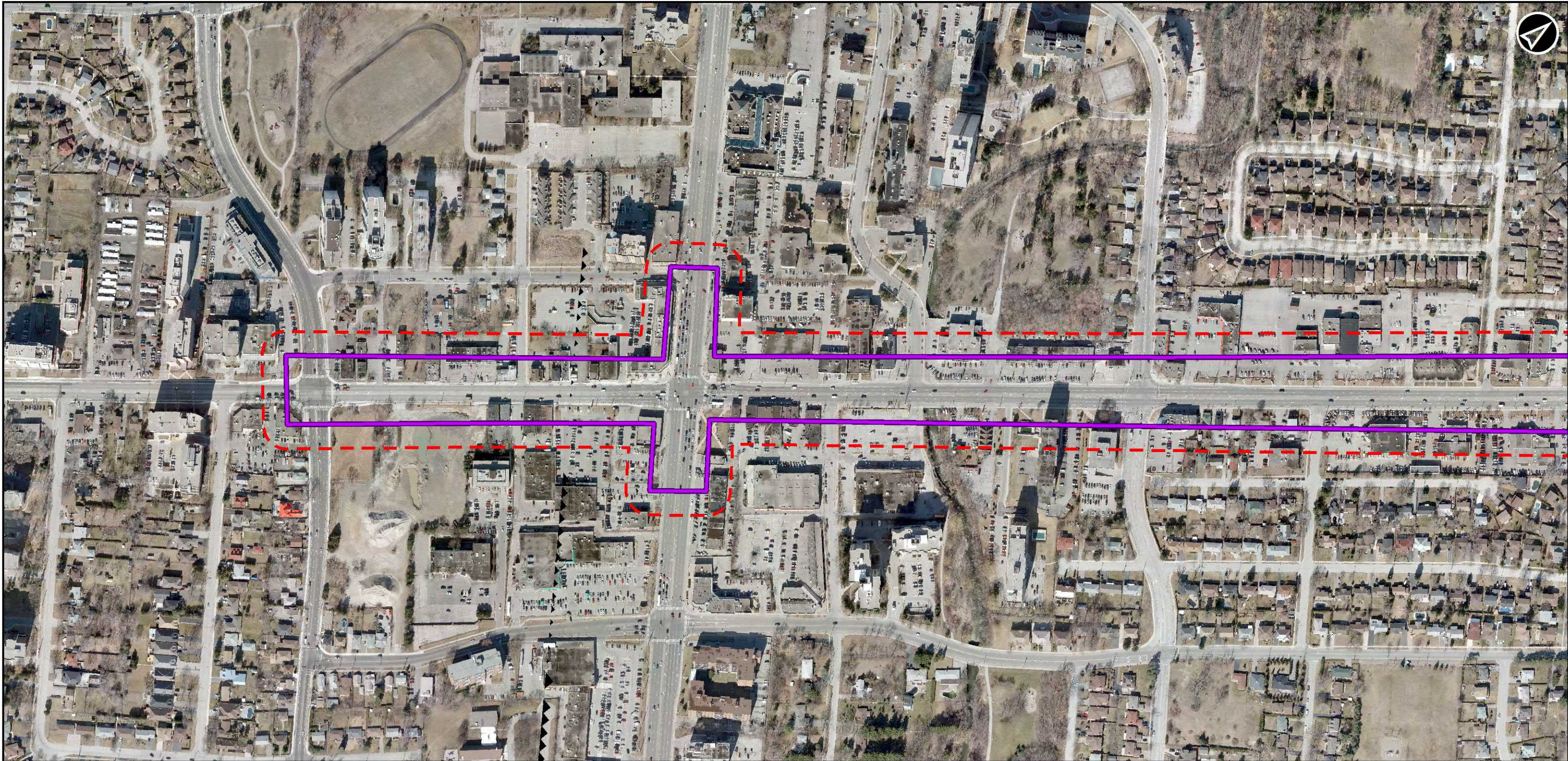
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Keymap provided by ESRI.

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Figure 12-4-4



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

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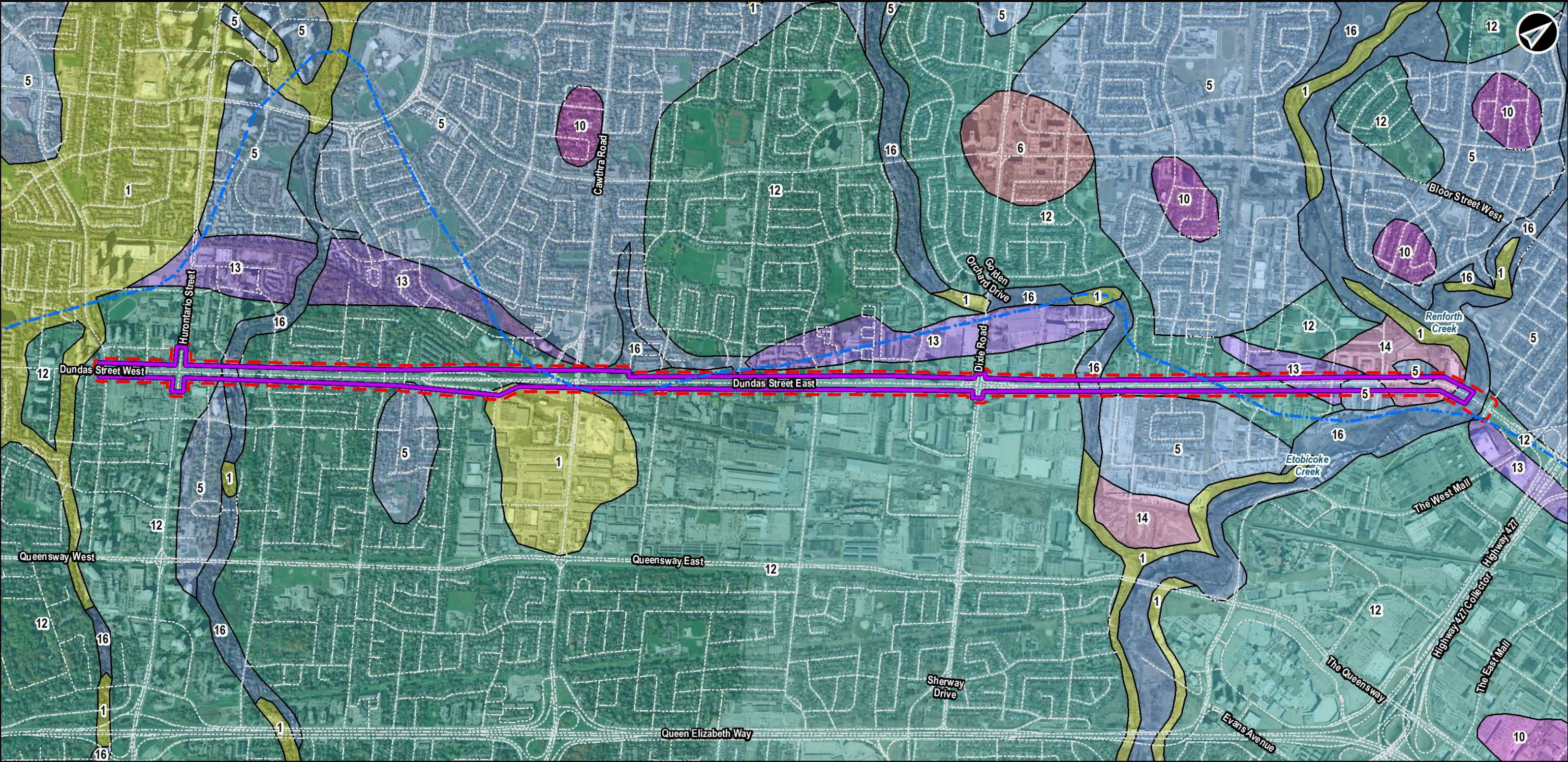
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Data Sources:
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Keymap provided by ESRI.

METROLINX	AECOM
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Figure 12-4-5



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
- Lake Iroquois Shoreline

Physiography and Soil Types

- 1. Exposed Or Thin Drift Covered Shale And Dolostone
- 5. Red To Brown Gritty Silt To Clayey Silt Till
- 6. Predominantly Poorly Sorted Gravel
- 10. Massive To Laminated Silt And Clay, May Contain Poorly Sorted Diamicton Layers
- 12. Predominantly Gravelly Sand And Silty Sand
- 13. Beach Gravel
- 14. Poorly Sorted, Dirty, Sand And Gravel
- 16. Undifferentiated Gravel, Sand, Silt, Clay, Muck



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Physiography and Soil Types within the Study Area

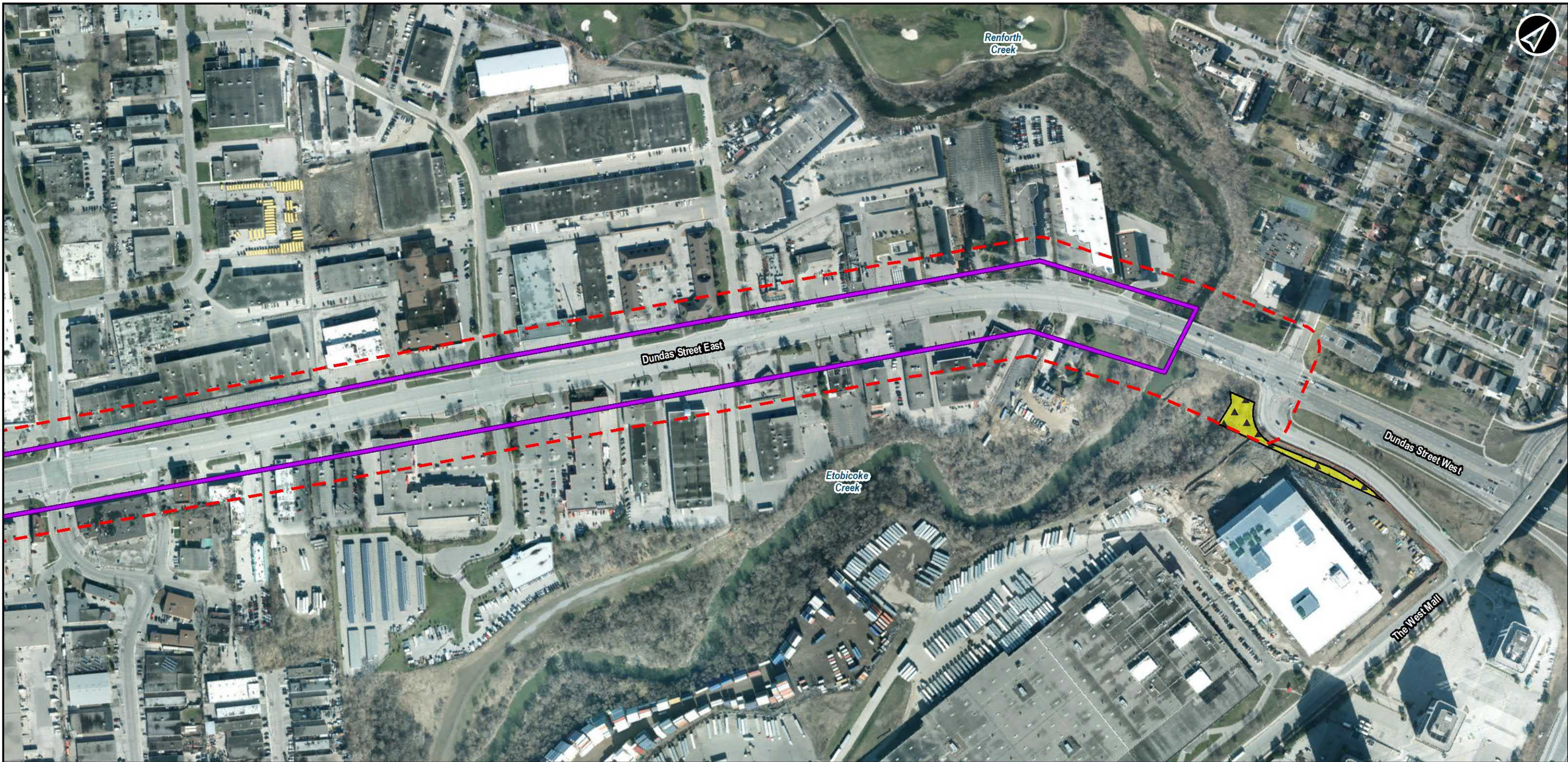
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Keymap provided by ESRI.

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Figure 13



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
- ▲▲ Stage 2, ARA (2018) - No Further Work Required



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Results of Previous Archaeological Assessments

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Metres

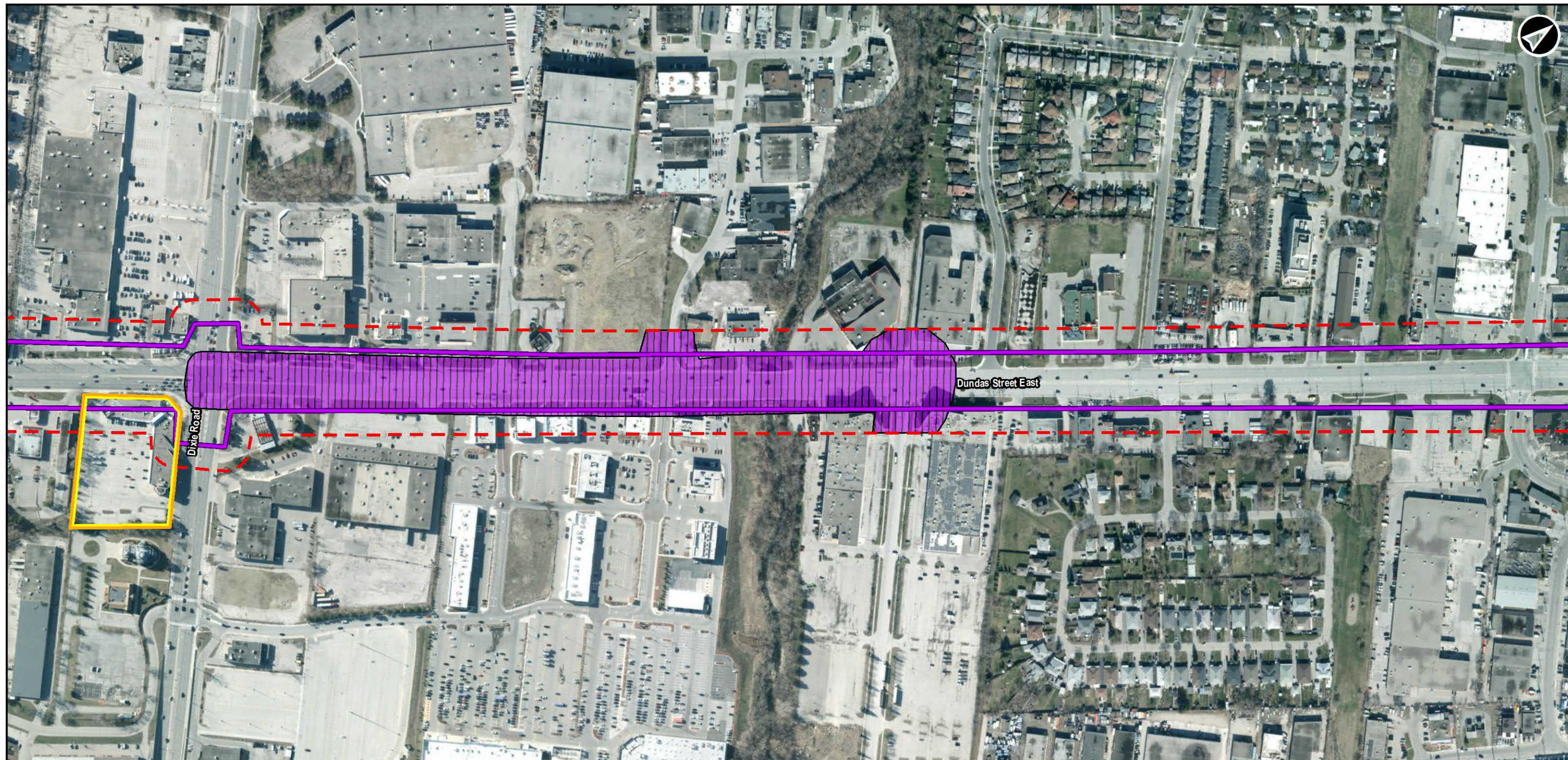
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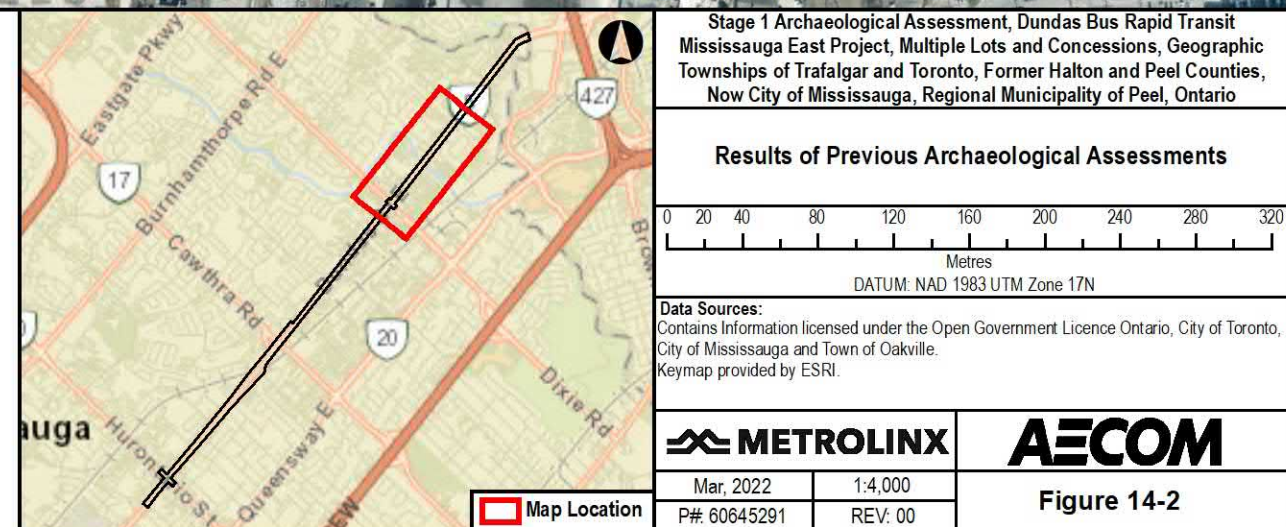
Figure 14-1

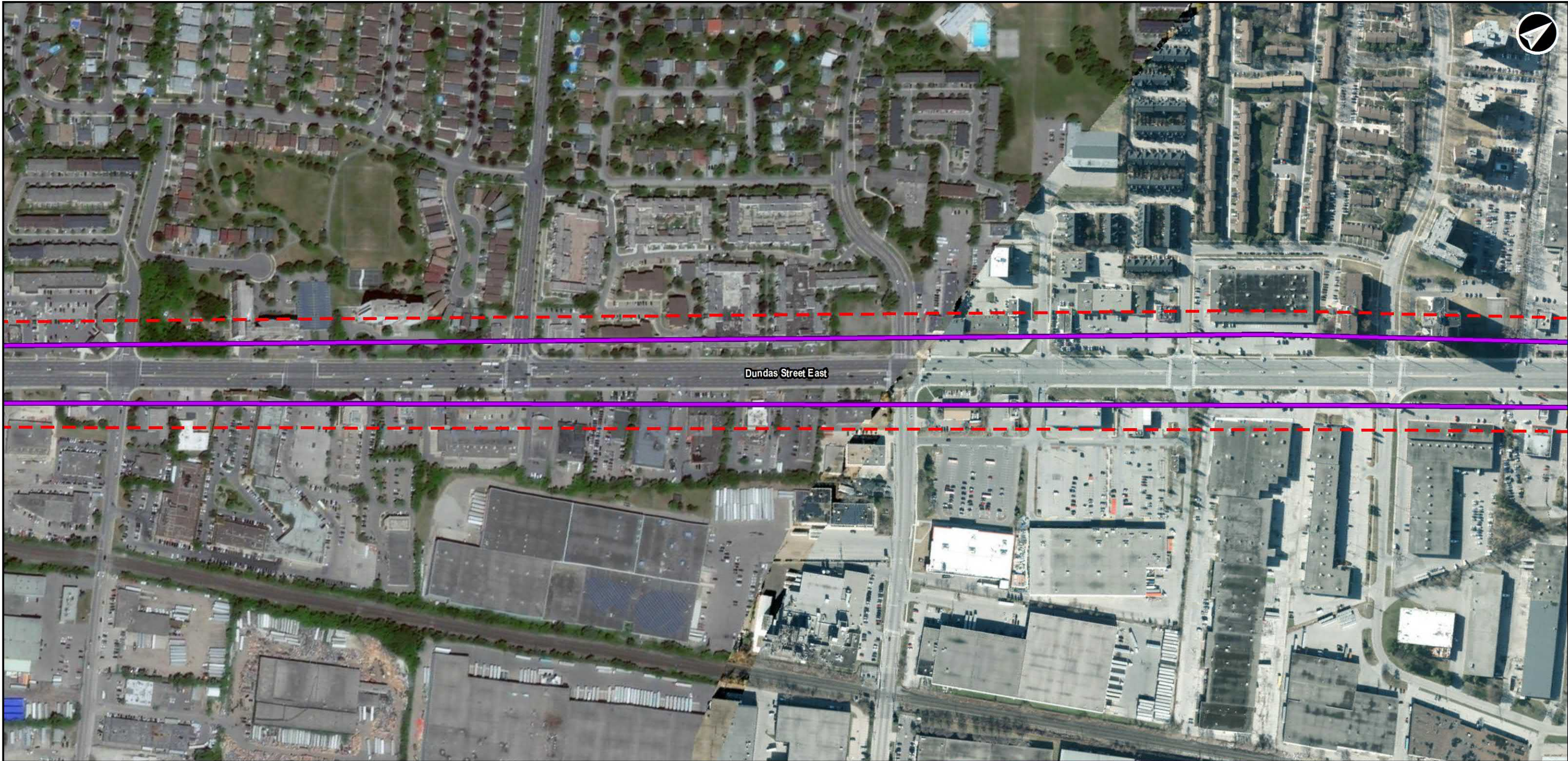
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

Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
  Stage 1, ASI (2018) - No Further Work Required
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
-  Limits of Remains of CHL13 – Dundas-Dixie Cemetery





Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Results of Previous Archaeological Assessments

0 20 40 80 120 160 200 240 280 320
Metres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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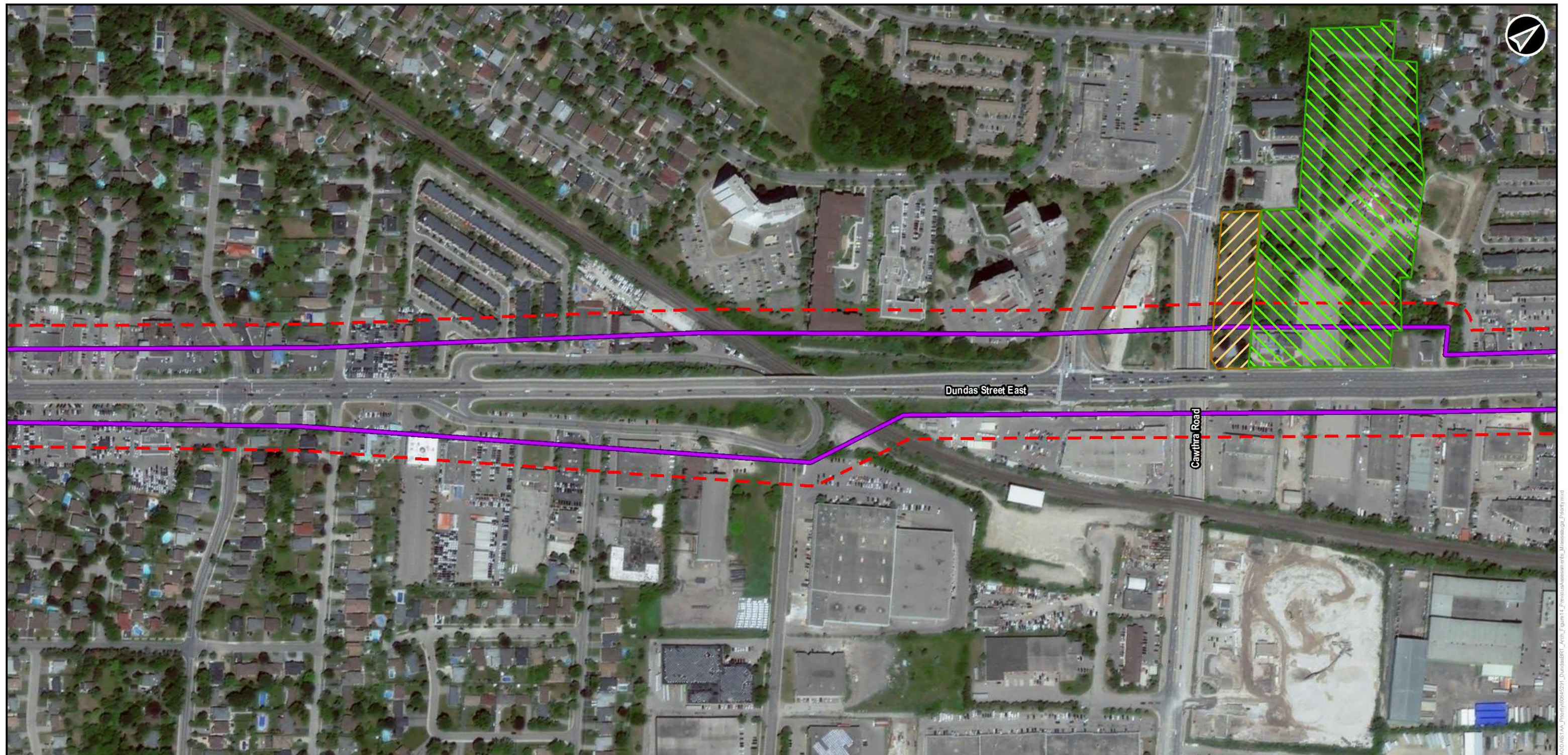
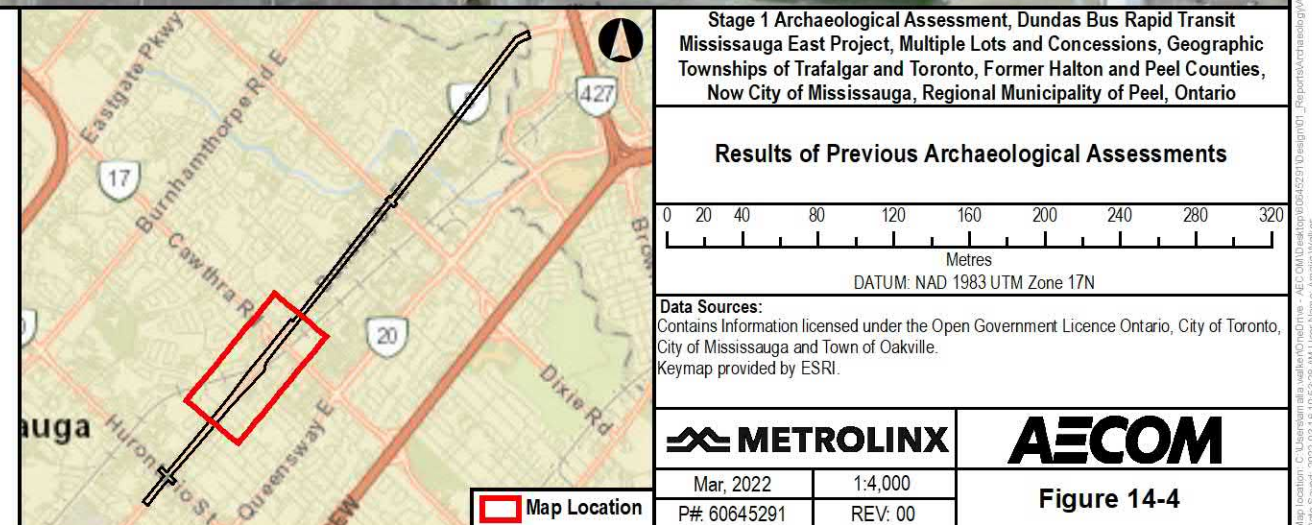
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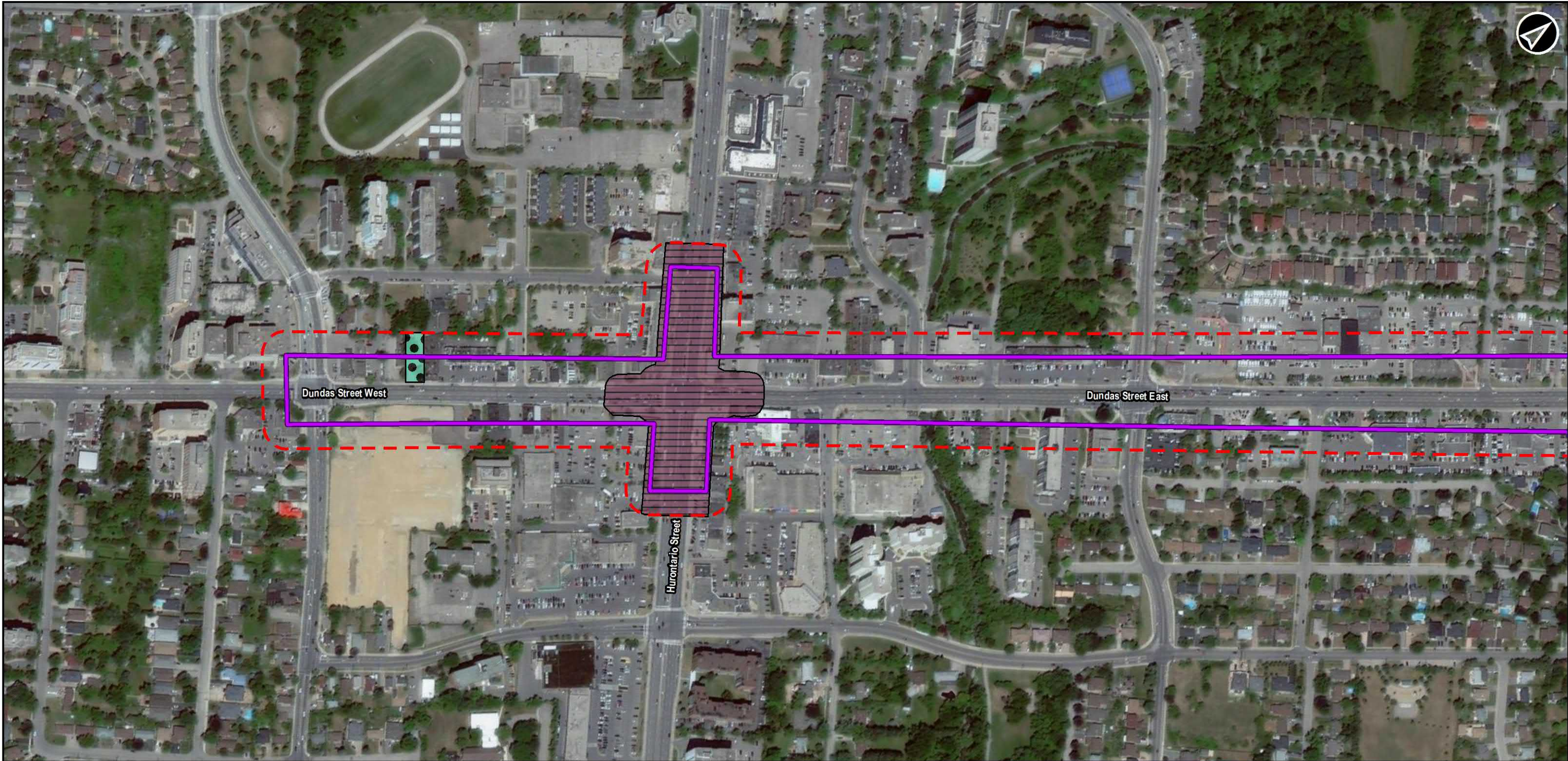
Figure 14-3



Legend

-  Dundas Bus Rapid Transit Mississauga East Project Area
-  Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
-  Dixie Union Cemetery
-  St. John's Dixie Cemetery & Crematorium





Legend

Dundas Bus Rapid Transit Mississauga East Project Area

Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area

Stage 1, AECOM - HuLRT (2017) - No Further Work Required

Stage 2, ASI (2020) - No Further Work Required

Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Results of Previous Archaeological Assessments

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Metres

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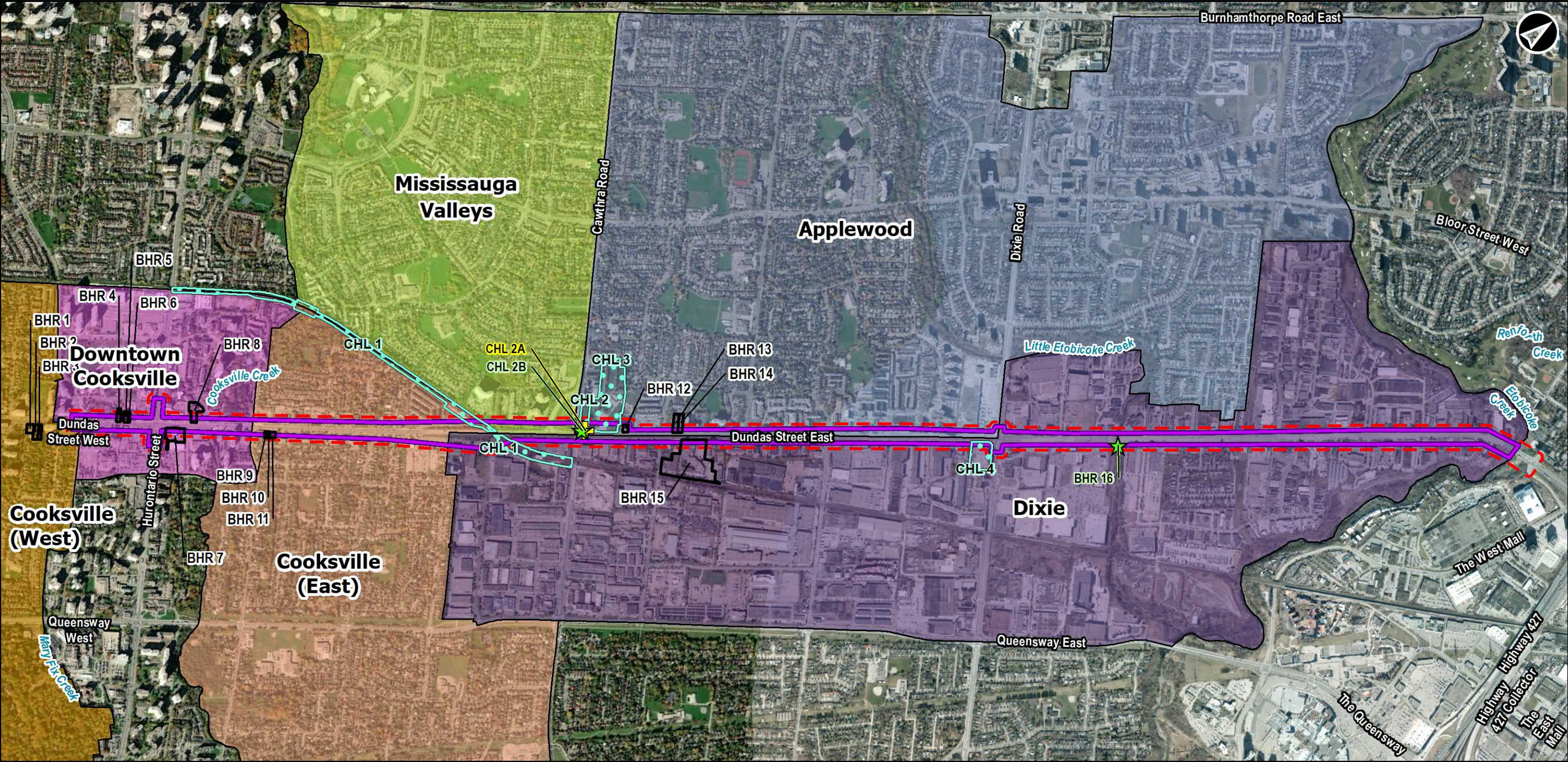
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Figure 14-5

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Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
- Cultural Heritage Landscape
- Built Heritage Resource
- Mississauga Heritage Foundation Plaque Location
- Ontario Heritage Trust Plaque Location

Character Areas:

- Applewood
- Cooksville (East)
- Cooksville (West)
- Dixie
- Downtown Cooksville
- Mississauga Valleys



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Character Areas and Cultural Heritage Resources

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DATUM: NAD 1983 UTM Zone 17N

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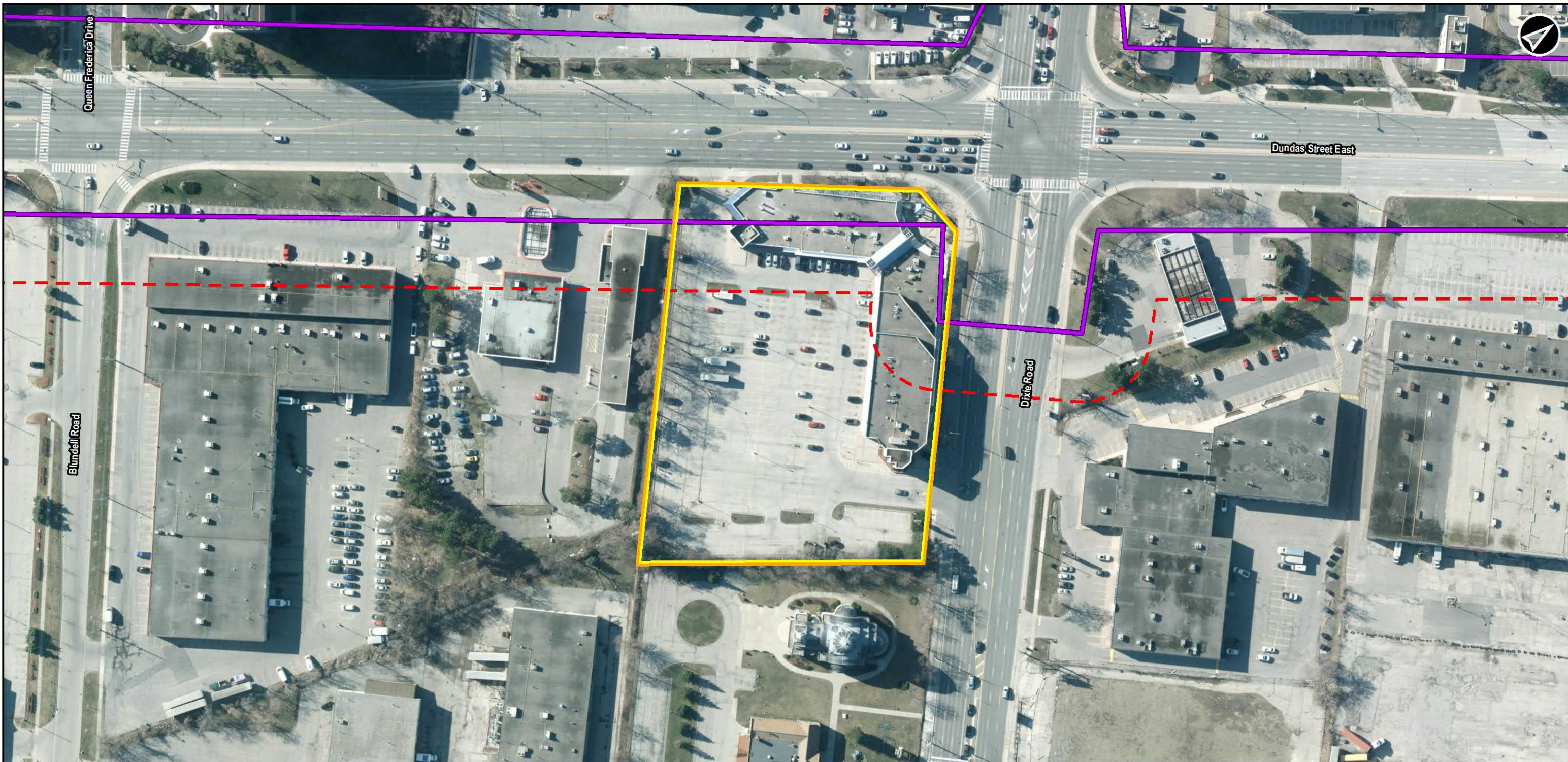
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Figure 15

Map Location



Legend

- Limits of Remains of CHL13 – Dundas-Dixie Cemetery
- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Limits of Remains of CHL13 – Dundas-Dixie Cemetery

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Metres

DATUM: NAD 1983 UTM Zone 17N

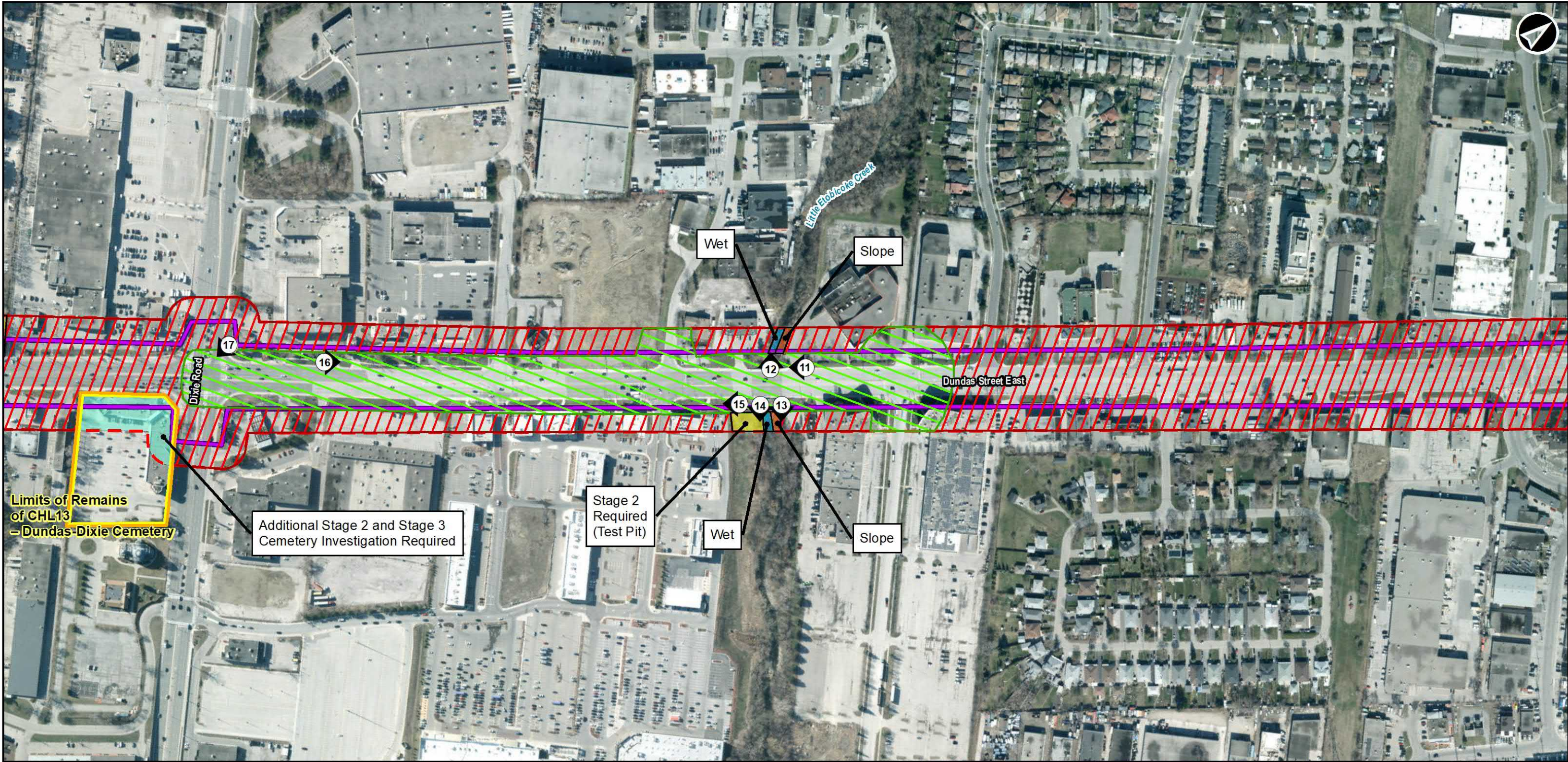
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Map Location

Figure 17

Map Location: C:\Users\amwalker\OneDrive - AECOM\Documents\CHL13 - Dundas-Dixie Cemetery\CHL13 - Dundas-Dixie Cemetery\Map Location\Map Location.mxd, Project: CHL13 - Dundas-Dixie Cemetery, Date: 2022-03-16 10:56:15 AM User Name: Amalia Walker



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
- Photo Location and Direction

Results of the Stage 1 Background Study and Property Inspection

- Additional Stage 2 and Stage 3 Cemetery Investigation Required
- Stage 2 Required (Test Pit)
- Slope: No Further Assessment Required
- Wet
- Cleared of Archaeological Concerns - Previously Assessed (Stage 1, ASI 2018)
- Visually Confirmed Disturbance
- Cemetery Limits



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Results of the Stage 1 Background Study and Property Inspection

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Metres

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Data Sources:

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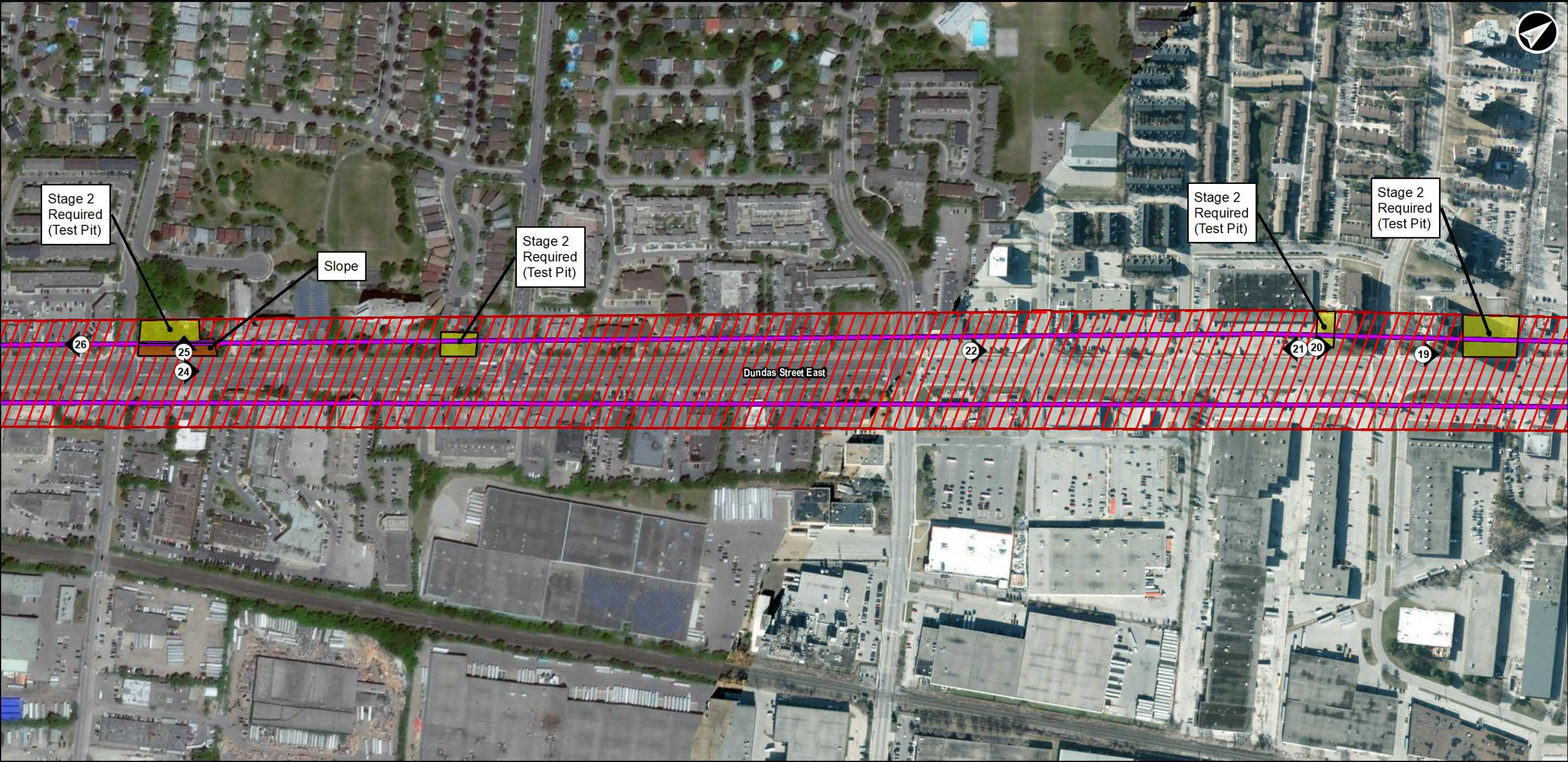
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Figure 18-2

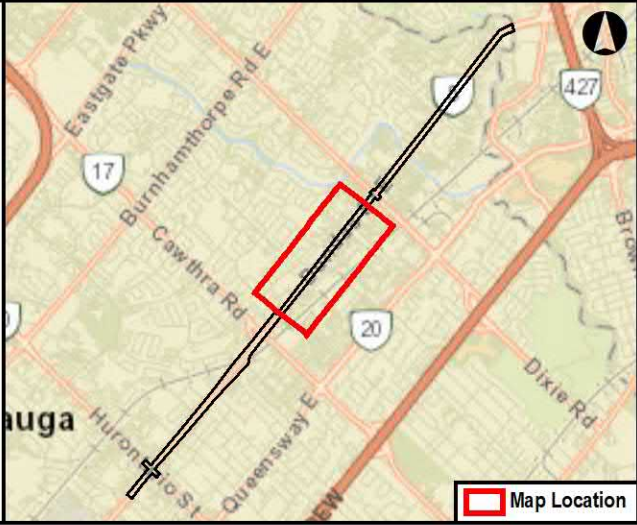


Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
- Photo Location and Direction

Results of the Stage 1 Background Study and Property Inspection

- Stage 2 Required (Test Pit)
- Slope: No Further Assessment Required
- Visually Confirmed Disturbance



Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Results of the Stage 1 Background Study and Property Inspection

0 20 40 80 120 160 200 240 280 320
Metres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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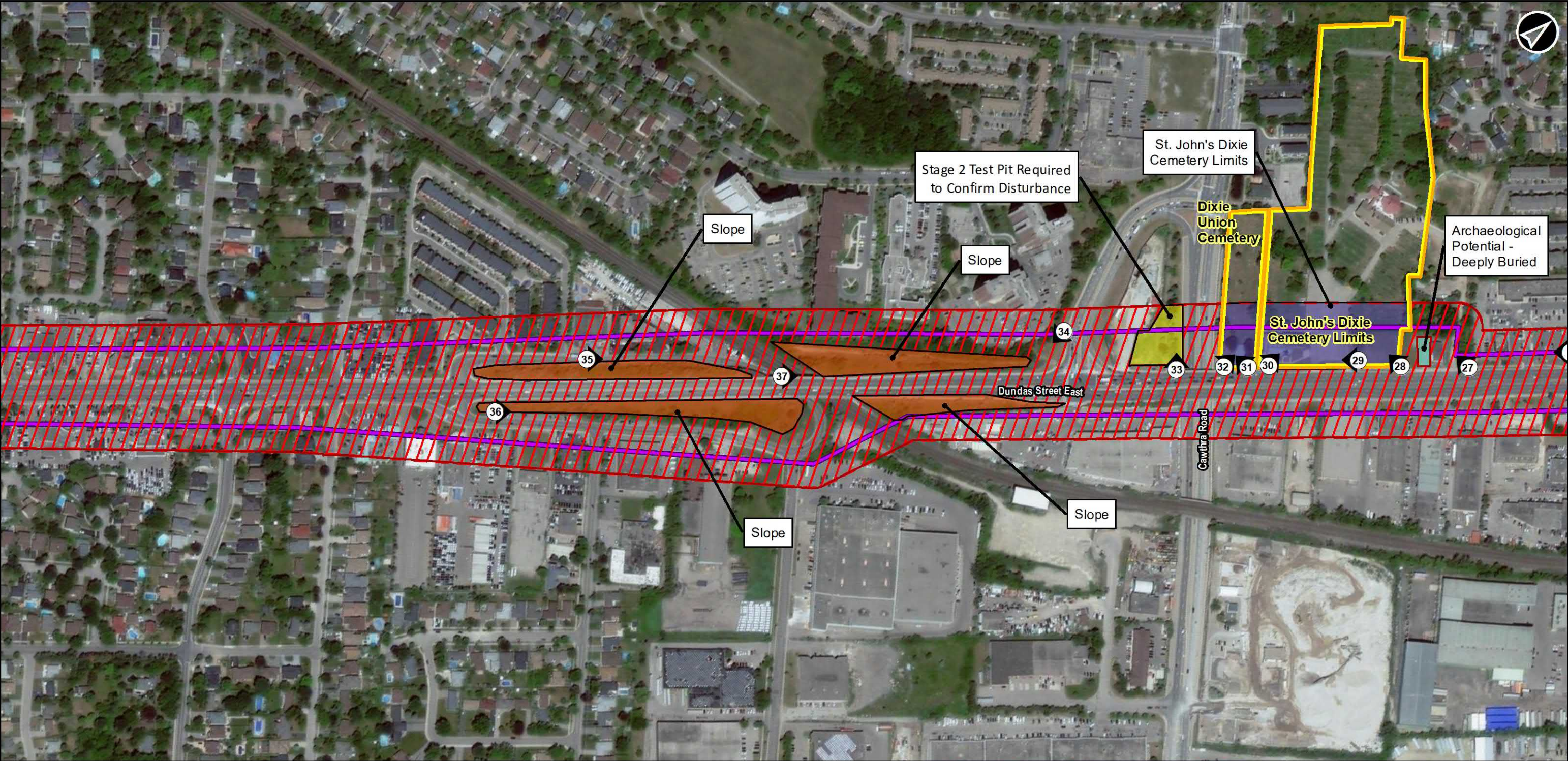
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AECOM

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P# 60645291

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REV: 00

Figure 18-3



Legend

Dundas Bus Rapid Transit Mississauga East Project Area

Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area

Photo Location and Direction

Results of the Stage 1 Background Study and Property Inspection

Additional Stage 2 and Stage 3 Cemetery Investigation Required

Cemetery Investigation Required

Stage 2 Required (Test Pit)

Slope: No Further Assessment Required

Visually Confirmed Disturbance

Cemetery Limits

Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Results of the Stage 1 Background Study and Property Inspection

0 20 40 80 120 160 200 240 280 320

Metres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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Keymap provided by ESRI.

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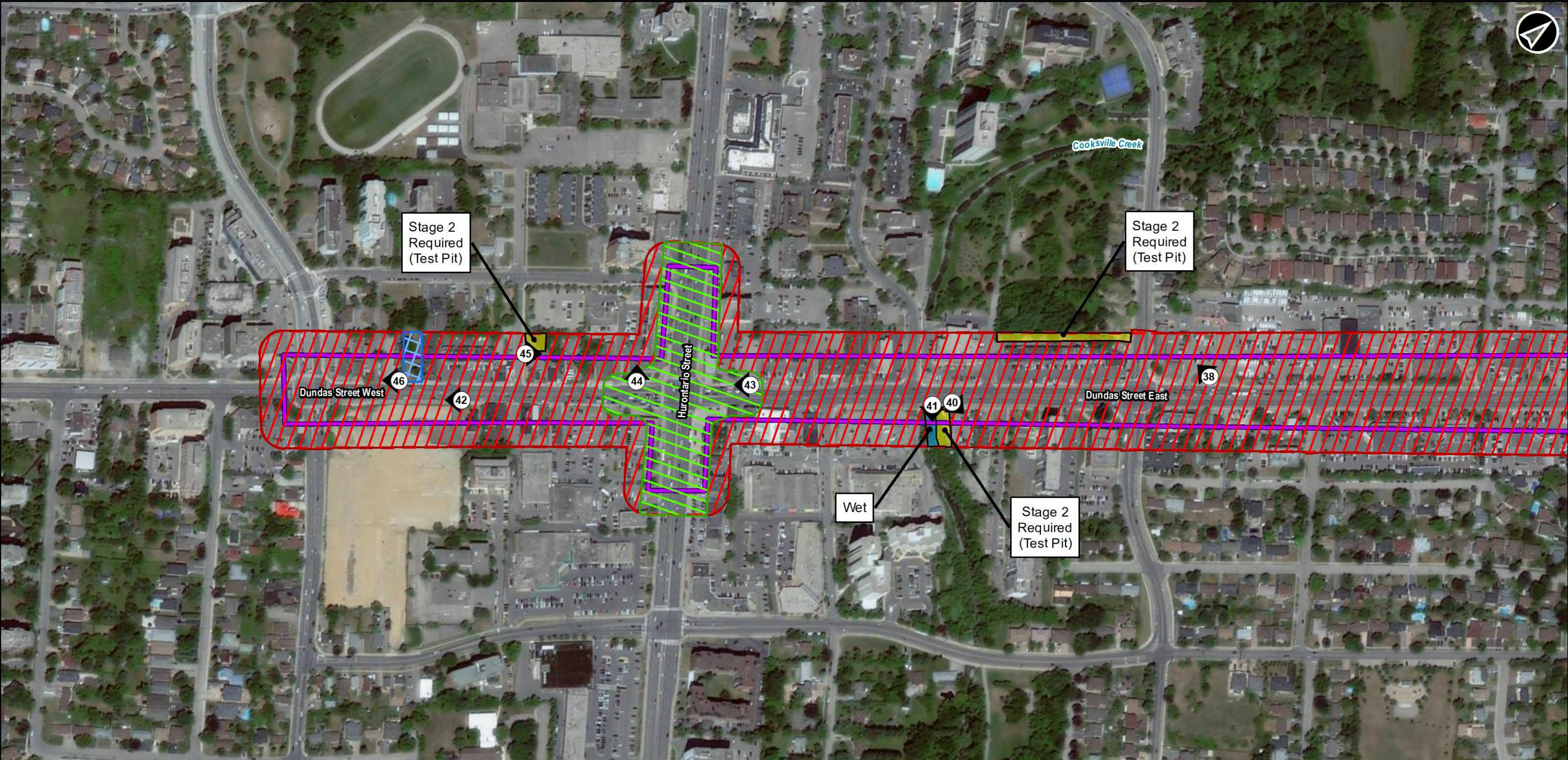
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P# 60645291

REV: 00

Figure 18-4



Legend

- Dundas Bus Rapid Transit Mississauga East Project Area
- Dundas Bus Rapid Transit Mississauga East Project Stage 1 Archaeological Assessment Study Area
- Photo Location and Direction

Results of the Stage 1 Background Study and Property Inspection

- Stage 2 Required (Test Pit)
- Wet
- Cleared of Archaeological Concerns - Previously Assessed (Stage 2, ASI 2020)
- Cleared of Archaeological Concerns - Previously Assessed (Stage 1, AECOM 2017)
- Visually Confirmed Disturbance

Map Location

Stage 1 Archaeological Assessment, Dundas Bus Rapid Transit Mississauga East Project, Multiple Lots and Concessions, Geographic Townships of Trafalgar and Toronto, Former Halton and Peel Counties, Now City of Mississauga, Regional Municipality of Peel, Ontario

Results of the Stage 1 Background Study and Property Inspection

0 20 40 80 120 160 200 240 280 320
Metres

DATUM: NAD 1983 UTM Zone 17N

Data Sources:
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Keymap provided by ESRI.

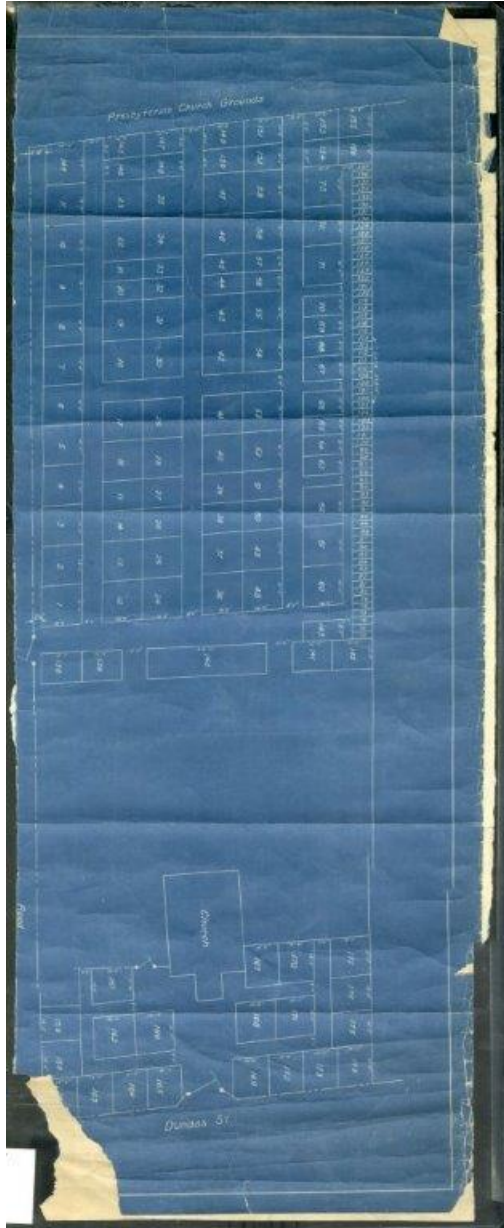
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Figure 18-5

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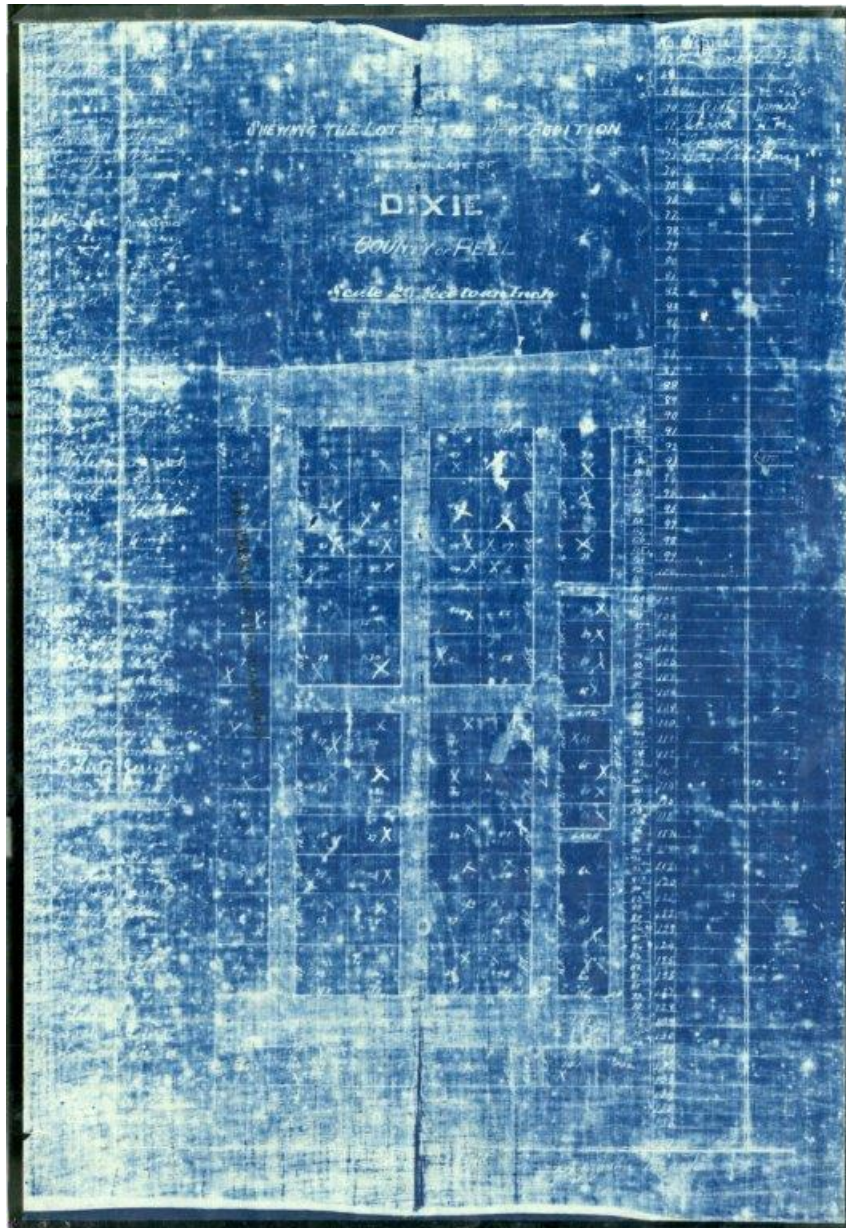
Appendices

Appendix A-1: 1919 Dixie Union Cemetery Plot Map



JPEG image provided courtesy of the City of Mississauga

Appendix A-2: 20th century (no date) Dixie Union Cemetery Plot Map



JPEG image provided courtesy of the City of Mississauga

Appendix A-3: Modern Dixie Union Cemetery Plot Map, Produced by Geomatics T&W)

PDF provided courtesy of the City of Mississauga

Appendix A-4: 1949 Dixie Union Cemetery and St. John's Dixie Cemetery Plot Map

PDF provided courtesy of the Bereavement Authority of Ontario

FIRST LINE EAST

ROAD ALLOWANCE BETWEEN LOTS 10 & 11

UNION CEMETERY

Note: Tiers A, B & C are taken from former plan by Wheelock & Christie, dated October, 1914.

Addition to Cemetery by Plan by A. Death O.L.S. dated Jan. 15/49 hereby cancelled, and area of same included in present Extension with exception of Lots 130 to 140 inclusive.

S.E. Limit of Plan by Death O.L.S.

NEW ADDITION

ST. JOHN'S
ANGELICAN CHURCH

DUNDAS STREET

(N. 39° 00' E. GOVERNING BEARING)

LEGEND

Standard Iron Bars shown thus
Iron Pipes shown thus
Boundaries of Extension shown thus
Half inch square iron bars planted at all lot corners

Ontario		Ministry of Consumer and Commercial Relations		Ministère de la Consommation et du Commerce	
FILED		DEPOSE		conformément des règlements afférents à la Loi sur les cimetières	
in accordance with the regulations under the Cemeteries Act.		conformément des règlements afférents à la Loi sur les cimetières			
Date of Filing Date de dépôt		April 18, 1957			
File No. of Certificate Numéro de certificat		3256			
By		S. S. S. S.			

Cooksville, Ont.
Dated: Jan. 17, 1957

ONTARIO LAND SURVEYOR

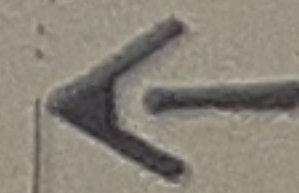
PLAN SHOWING

EXTENSION TO THE ST. JOHN THE BAPTIST ANGLICAN CHURCH CEMETERY
- DIXIE ONT. -

BEING
PART OF LOT 10, CON. I N.D.S.
AND INCLUDING PART OF THE
ORIGINAL CEMETERY ADDITION
CREATED BY PLAN DATED JAN. 15/49

TOWNSHIP OF TORONTO
COUNTY OF PEEL

Scale: 1" = 30'



LOT 10
CON. I N.D.S.

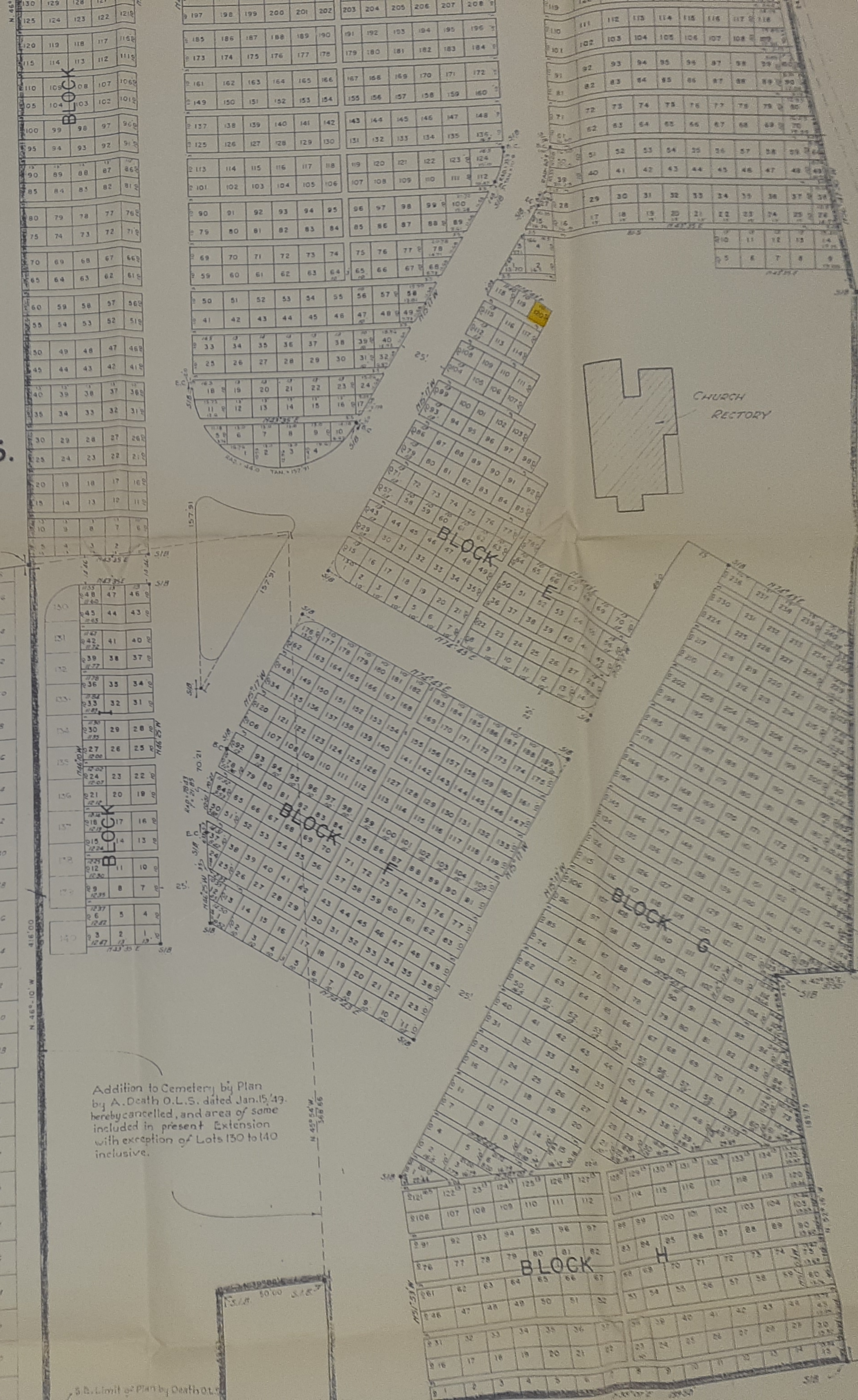
ROAD ALLOCATED BETWEEN LOTS 10 & 11

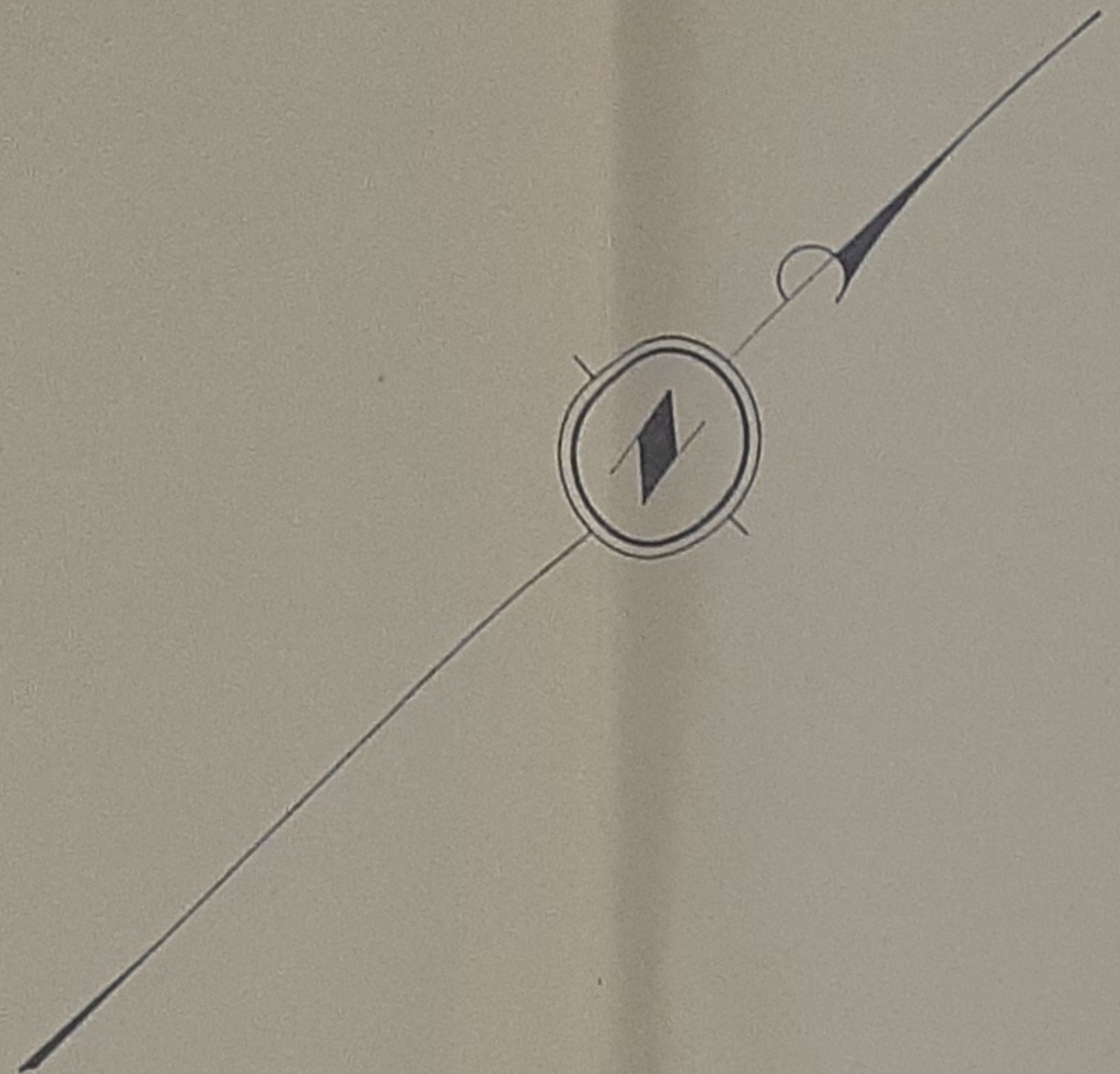
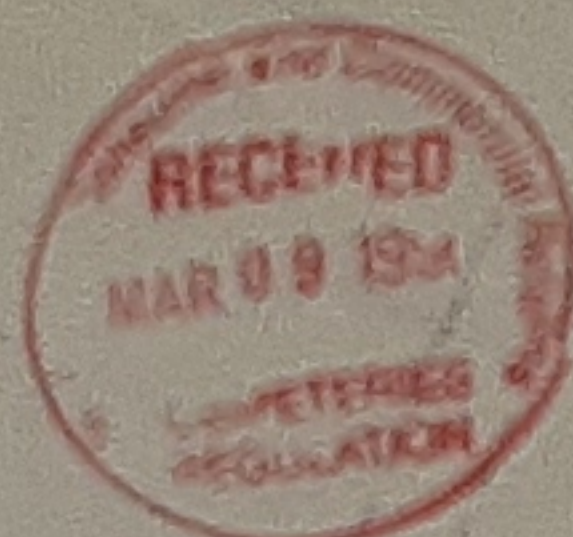
LINE EAST

Note: Tiers A, B, C, are taken from former plan by W. H. Lockhart, dated October, 1914.

UNION CEMETERY

Addition to Cemetery by Plan by A. Death O.L.S. dated Jan. 15/49, hereby cancelled, and area of same included in present Extension with exception of Lots 130 to 140 inclusive.





BLOCK A = 270 LOTS
BLOCK B = 450 LOTS
BLOCK C = 78 LOTS
BLOCK D = 308 LOTS
BLOCK E = 120 LOTS
BLOCK F = 189 LOTS
BLOCK G = 240 LOTS
BLOCK H = 135 LOTS
BLOCK I = 48 LOTS
TOTAL = 1848 LOTS

LOT SIZES
16'5" X 10' = 159 LOTS
13'0" X 10' = 1139 LOTS
10'0" X 10' = 418 LOTS
ODD SIZES = 132 LOTS
TOTAL = 1848 LOTS

NOTE: ALL PATHS ARE 3 FT. WIDE.

PLAN SHOWING

EXTENSION TO THE ST. JOHN THE
BAPTIST ANGLICAN CHURCH CEMETERY
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TOWNSHIP OF TORONTO
COUNTY OF PEEL

Scale: 1" = 30'

LOT 10

